

Transport
for NSW

Central Precinct Renewal

Assessment Against the Central
Sydney Planning Strategy

July 2022



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Acknowledgement of Country

We respectfully acknowledge the Traditional Custodians of the Central Precinct, the Gadigal and recognise the importance of place to Aboriginal people and their continuing connection to Country and culture. We pay our respect to Elders past, present and emerging.

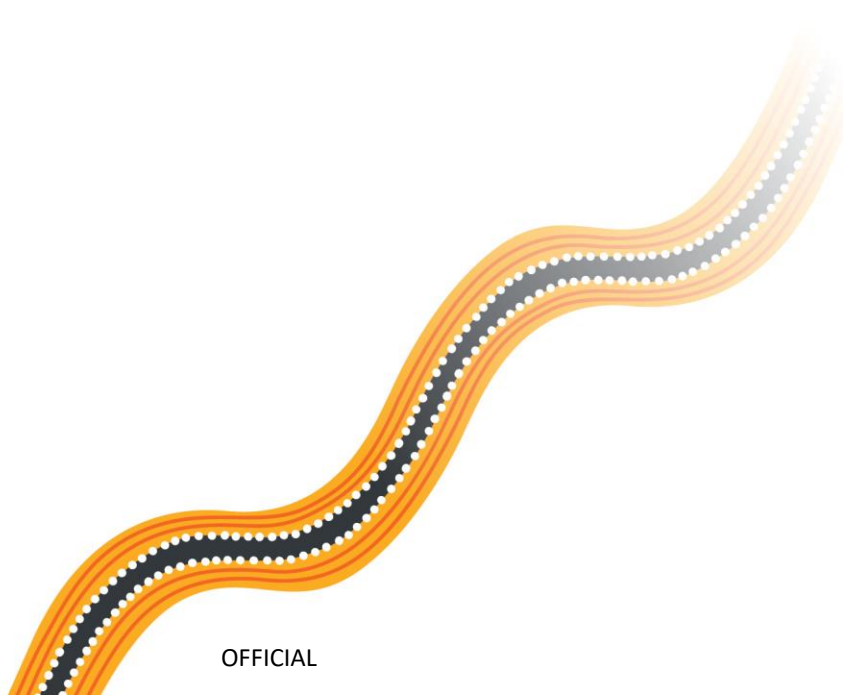


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Abbreviations

Abbreviation	Definition
ABS	Australian Bureau of Statistics
BAU	Business as usual
BCA	Building Code of Australia
CIV	Capital investment value
CoS	City of Sydney Council
CSPS	Central Sydney Planning Strategy
DA	Development application
DCP	Development control plan
DPE	NSW Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPI	Environmental planning instrument
ESD	Ecologically sustainable development
FSR	Floor space ratio
GANSW	Government Architect NSW
GFA	Gross floor area
GSC	Greater Sydney Commission
LEP	Local environmental plan
LGA	The City of Sydney local government area
LSPS	Local strategic planning statement
NABERS	National Australian Built Environment Rating System
PRP	Project Review Panel
SCA	Special character area
SDCP2012	Sydney Development Control Plan 2012
SDRP	State Design Review Panel
SEPP	State Environmental Planning Policy
SLEP2012	Sydney Local Environmental Plan 2012
SSDA	State significant development application
SSP	State Significant Precinct

Definitions

Term	Definition
Accessibility	The ability for everyone, regardless of age, disability or special needs or where they live, to use and benefit from the transport system
Active transport	Transport that is human powered, such as walking or cycling
Amenity	The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increase amenity.
Bradfield Flying Junctions	Series of flyover tracks between the Cleveland Street bridge at Redfern and Central Stations that allow trains to move from any one line to another without crossing a line in the opposing direction
Bus interchange	Where customers have access to a number of different bus routes at a central location
Bus stand	A place to board or alight from bus services
Camperdown-Ultimo Collaboration Area	The Health and Education Precinct which includes the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and University of Technology Sydney, and medical and research institutions and other health services facilities and educational establishments
Catchment	Area from which a location or service attracts people
CBD and South East Light Rail	means to the light rail network extending from Randwick and Kingsford to Circular Quay
Central Precinct	Central Precinct State Significant Precinct
Central Sydney	Land identified as Central Sydney under the Sydney Local Environmental Plan 2012 and represents the Metropolitan Centre of Sydney. Central Sydney includes Sydney's Central Business District
Central Walk	The underground paid pedestrian connection, currently under construction, that is to be delivered by Sydney Metro City and South West. Once complete, it will be a link between the new station entrance on Chalmers Street, the Eastern Suburbs Railway concourse, suburban platforms 16-23 (via escalators and lifts) and the new Sydney Metro north-south concourse
Character	The combination of the attributes, characteristics and qualities of a place (GANSW, 2021, Draft Urban Design Guide)
City Plan 2036	City of Sydney local strategic planning statement
Community	Particular types of stakeholder and refers to groups of people in particular places who are both affected by our work and experience the outcomes and benefits of our activities
Control	A numerical standard that is applied in a prescriptive manner
Corridor	A broad, linear geographical area between places
Council	The City of Sydney Council
Customer interface	The point at which transport services interact with their customer

Term	Definition
Customers	Those who use transport networks and services. They include car drivers, heavy vehicle operators, public transport and point to point passengers, pedestrians, cyclists and freight and goods providers
Department	The Department of Planning and Environment
Determination	The approval made in accordance with the <i>Environmental Planning and Assessment (EP&A) Act 1979</i> . In relation to Central Precinct SSP, a determination will be made by the Minister for Planning and Public Spaces
Devonshire Street Tunnel	The official name of the pedestrian tunnel connecting Chalmers and Lee Streets
District Plan	means the Eastern City District Plan
Future Transport Strategy	Transport for NSW's approach to planning transport and engaging customers, to address future technological, economic and social changes. Future Transport Strategy comprises two focus areas – planning ('Future Transport Planning') and technology ('Future Transport Technology' and 'Technology Roadmap')
Gateway	Cities that provide state level services and facilities to support a broad population catchment while also having international connections through their cities airport and/or port.
Goods Line	The official name for the partly elevated walkway from Central Station to Darling Harbour following the route of a disused railway line
Grand Concourse	Part of Central Station
Greater Sydney's Green Grid	The link between parks, open spaces, bushland and walking and cycling paths
Interchange	A facility to transfer from one mode of transport or one transport service to another. For example, a station with an adjoining light rail stop
Local streets	Places that are part of the fabric of suburban neighbourhoods where we live our lives and facilitate local community access
Merit based assessment	An assessment of a matter that allows for reasonable flexibility to consider a range of possible solutions
Minister	The Minister for Planning
Mixed-use	A building or area containing more than one type of land use
Mobility	The ability to move or be moved easily and without constraints
Mortuary Station	The building formerly used as a railway station on the Rookwood Cemetery railway line, now disused
NABERS	A national rating system that measures the environmental performance of Australian buildings and tenancies
Objective	A statement of a desired future outcome, generally expressed in a qualitative manner that enables merit based assessment
Over rail corridor development or Over Station Development	Development of air space over railway corridors
Place	An intersection of transport infrastructure with social infrastructure and commercial activity. These are the areas within and around

Term	Definition
	transit stops where people live and commute. Places can be created as an outcome of Placemaking
Placemaking	Scoping and delivering places for the community, beyond the immediate transport infrastructure. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe
Planning instrument	Means any of the following: <ul style="list-style-type: none"> • strategic plan (comprising regional strategic plans and district strategic plans) and local strategic planning statements • environmental planning instrument (comprising State environmental planning policies and local environmental plans) • development control plan
Planning Secretary	The Secretary of the Department of Planning
Precinct	Geographical area with boundaries determined by land use and other unique characteristics. For example, an area where there is an agglomeration of warehouses may be termed a freight precinct
Principal development standards	Matters addressed in Part 4 of the Standard Instrument
Proponent	Transport for NSW
Proposal	Proposed amendments to the planning framework
Provisions	means a broad term covering objectives and controls
Public spaces	means areas that are publicly accessible where people can interact with each other and make social connections
Rail network	means the rail infrastructure in NSW
Railway corridor	The land within Central Precinct on which a railway is built; comprising all property between property fences, or if no fences, everywhere within 15m from the outermost rails. Under planning legislation rail corridor is defined as land: a) that is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities: or b) that is zoned under an environmental planning instrument predominately or solely for development of the purpose of a railway or rail infrastructure facilities
Railway Square	The area between Lee Street and Broadway, comprising a plaza, bus stands and underground access/uses
Reference Master Plan	A non-statutory document that shows one way in which the precinct may develop in the future in accordance with the proposed amendments to the planning framework Note: Refer to the GANSW Advisory Note v2, dated 12/09/2018 for further guidance
Region Plan	The Greater Sydney Region Plan - A Metropolis of Three Cities
Rezoning	Amendments to environmental planning instruments, in particular for land use zones and principal development standards such as height of buildings and floor space ratio
Shocks and stresses	The acute short term damaging events or long term trends causing inequity impacting a city's resilience
Siding	A short stretch of rail track used to store rolling stock or enable trains on the same line to pass

Term	Definition
Social procurement	Purchasing decisions based on good social outcomes
Standard Instrument	The Standard Instrument—Principal Local Environmental Plan
State	The state of New South Wales
State-led rezonings	A focus on precincts where there is a strategic imperative for the Department of Planning to lead the process, including places that benefit from current or future city-shaping infrastructure or investment, and where we can create great public spaces in collaboration with councils and communities. These rezonings generally occur under a SEPP
State Significant Precinct	The areas with state or regional planning significance because of their social, economic or environmental characteristics
Strategic Framework	The document prepared by Transport for NSW for Central Precinct in 2021 that addresses key matters including vision, priorities, public space, strategic connections, design excellence, identify sub-precincts for future detailed planning and also outlines the next steps in the State Significant Precinct process for Central Precinct
Strategic plan	The regional strategic plan, district strategic plan or a local strategic planning statement
Sub-precinct	The definable areas within Central Precinct SSP due to its unique local character, opportunities and constraints, either current or future. The Western Gateway is a sub-precinct
Sydney Metro	A fully-automated, high frequency rail network connecting Sydney
Tech Central	The State government initiative as set out in The Sydney Innovation and Technology Precinct Panel Report 2018. Previously known as the Sydney Innovation and Technology Precinct. Tech Central is located south of the Sydney central business district, surrounded by the suburbs of Redfern, Ultimo, Haymarket, Camperdown, Chippendale, Darlington, Surry Hills and Eveleigh
Transport for NSW	The statutory authority of the New South Wales Government responsible for managing transport services in New South Wales.
Transport interchange	A facility designed for transitioning between different modes, such as a major bus stop or train station
Transport modes	The five public transport modes are metro, trains, buses, ferries and light rail. The two active transport modes are walking and cycling
Urban renewal	A planned approach to the improvement and rehabilitation of city areas with new infrastructure, new commercial/mixed uses, improved services and renovation or reconstruction of housing and public works
Vibrant streets / places	Places that have a high demand for movement as well as place with a need to balance different demands within available road space

1. Introduction

Located within the heart of Eastern Harbour City, Central Precinct is Australia's busiest transport interchange. The precinct currently holds latent potential with all its inherent advantages of location and transport connections to revitalise Central Sydney. Capitalising on Central Precinct's prime location within Tech Central, a NSW Government commitment to create the biggest technology hub of its kind in Australia, This is further discussed below. Central Precinct presents the ultimate transformative opportunity to deliver a connected destination for living, creativity and jobs. The renewal of Central Precinct will provide a world-class transport interchange experience, important space for jobs of the future, improved connections with surrounding areas, new and improved public spaces and social infrastructure to support the community.

1.1 Tech Central

1.1.1 Overview

The NSW Government is committed to working with the local community to develop the biggest innovation district of its kind in Australia. Bringing together six neighbourhoods near the Sydney CBD (Haymarket, Ultimo, Surry Hills, Camperdown, Darlington North Eveleigh and South Eveleigh), Tech Central is a thriving innovation ecosystem that includes world-class universities, a world-leading research hospital, 100 + research institutions, investors and a wide range of tech and innovation companies. The vision for Tech Central is for it to be a place where universities, startups, scaleups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world. It is also for it to be place where centring First Nations voices, low carbon living, green spaces, places for all people and easy transport and digital connections support resilience, amenity, inclusivity, vitality and growth.

Tech Central is an essential component of the Greater Sydney Region Plan's Eastern Harbour City Innovation Corridor. It aims to leverage the existing rich heritage, culture, activity, innovation and technology, education and health institutions within the precinct as well as the excellent transport links provided by the Central and Redfern Station transport interchanges.

The Central Precinct is located within the Haymarket neighbourhood of Tech Central. Planned to become the CBD for Sydney's 21st century, this neighbourhood is already home to The Quantum Terminal (affordable coworking space in the iconic Central Station Sydney Terminal Building) the Scaleup Hub (affordable and flexible workspace for high-growth technology scaleups) and is soon to be the home of Atlassian's headquarters. It is also in close proximity to a number of important education and research institutions.

The planned urban renewal of the Central Precinct has been identified as a key project to achieving the vision for Tech Central.

1.1.2 Background & Context to Tech Central

In August 2018, the NSW Government established the Sydney Innovation and Technology Precinct Panel (the Panel) comprising representatives from various industry, health, education, government agencies and key community members. In December 2018 'The Sydney Innovation and Technology Precinct Panel Report' was produced, setting out the Panel's recommendations for a pathway to delivering a successful innovation and technology district

at Tech Central. In February 2019, the NSW Government adopted the Panel’s report and committed to delivering the following:

- 25,000 additional innovation jobs
- 25,000 new STEM and life sciences students
- 200,000 m² for technology companies, and
- 50,000 m² of affordable space for startups and scaleups

In February 2019, the Greater Sydney Commission released a Place Strategy for the area that is now known as Tech Central (Camperdown-Ultimo Collaboration Area Place Strategy, GSC). The Place Strategy, developed collaboratively by a range of stakeholders involved in planning for Tech Central’s future, was prepared to inform public and private policy and investment decisions by identifying and recognising the complex, place-specific issues inhibiting growth and change. The strategy identifies shared objectives for the place and sets out priorities and actions to realise the vision for the area under the key themes of Connectivity, Liveability, Productivity, Sustainability and Governance.

Both the Panel Report and Place Strategy recognise the importance of the Central Precinct to Tech Central’s future.

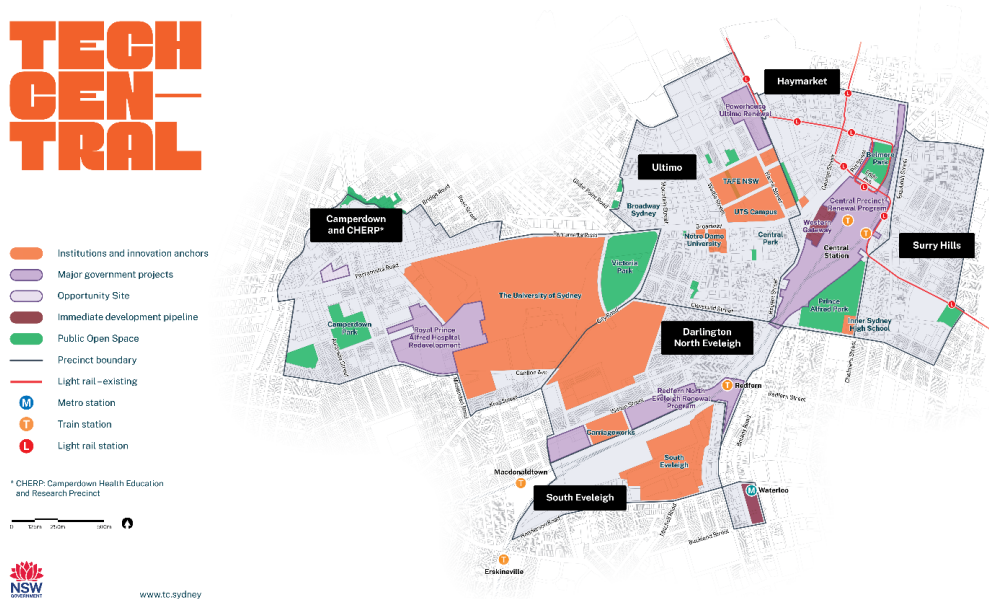


Figure 1: Tech Central

In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its potential to boost investment and deliver new jobs. The SSP planning process for Central Precinct will identify a new statutory planning framework for Central Precinct. This involves two key stages:

- **Stage 1:** Development of a draft Strategic Vision which has since evolved into the Central Precinct Strategic Framework
- **Stage 2:** Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.

In March 2021, the [Central Precinct Strategic Framework](#) was adopted representing the completion of Stage 1 of the planning process to develop a new planning framework for Central Precinct. The Strategic Framework outlines the vision, planning priorities, design

principles, and the proposed future character of sub-precincts within Central Precinct. This is intended to inform and guide further detailed planning and design investigations as part of this SSP Study (Stage 2 of the SSP planning process).

This SSP Study intends to amend the planning controls applicable to Central Precinct under the SSP SEPP 2005 to reflect the vision and planning priorities set for the Precinct under the Strategic Framework. Study Requirements were issued in December 2020 to guide the investigations and the proposed new planning controls.

1.2 Central Precinct vision

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

1.3 Case for change

Over the coming years, Central Station will come under increasing pressure as technological innovations progress, investment in transport infrastructure increases and daily passenger movements increase.

Sydney Metro, Australia's biggest public transport project, will result in the delivery of a new generation of world-class, fast, safe, and reliable trains enabling faster services across Sydney's rail network. In 2024, Sydney Metro's Central Station will open with daily passenger movements forecast to increase from 270,000 persons to 450,000 persons over the next 30 years.

In its current state, Central Station is underperforming as Australia's major transport interchange – it's currently a hole in the heart of Sydney's CBD, lacking connectivity, activation and quality public spaces.

The renewal of Central Precinct will expand and revitalise Central Station, and transform this underutilised part of Sydney from a place that people simply move through to one where they want to visit, work, relax, connect and socialise. Its renewal also presents the potential to deliver on the strategic intent and key policies of regional, district and local strategic plans, providing for a city-shaping opportunity that can deliver economic, social and environmental benefit. Specifically, it will:

- make a substantial direct and indirect contribution to achieving the Premier's Priorities by facilitating upgrades to Sydney's largest and most significant public transport interchange, improving the level of service for users and visitors, and supporting the creation of new jobs and housing
- implement the recommendations of the NSW State Infrastructure Strategy 2018-2038, in particular the upgrading of the major transport interchange at Central to meet future customer growth
- contribute to key 'Directions' of the Greater Sydney Region Plan, to deliver 'a city supported by infrastructure', help create 'a city of great places', support 'a well connected city', deliver new 'jobs and skills for the city' and create 'an efficient city'

- implement the outcomes envisaged within the Eastern City District Plan including reinforcing the Harbour CBD's role as the national economic powerhouse of Australia and supporting its continued growth as a Global International City
- deliver on the shared objectives and priorities for Tech Central, the future focal point of Sydney's innovation and technology community, which aims to boost innovation, economic development and knowledge intensive jobs while creating an environment that foster collaboration and the exchanging of ideas
- deliver an outcome that responds to the overarching vision and objectives of the Central Sydney Planning Strategy. In particular it will assist with implementing a number of 'key moves' outlined in the strategy, including to 'ensure development responds to its context', 'ensure infrastructure keeps pace with growth', 'move people more easily', 'protect, enhance and expand Central Sydney's heritage, public places and spaces', and to 'reaffirm commitment to design excellence.'

2. Study Area

Central Precinct is located at the south-east edge of Central Sydney (refer to **Figure 2**). Central Precinct is surrounded by a number of suburbs including, Haymarket to the north, Chippendale to the south and Surry Hills to the south-east. It is located within the City of Sydney local government area (LGA) with an approximate gross site area of 24 hectares of Government owned land. The precinct comprises land bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north and Elizabeth Street and Chalmer Street to the east.

Central Precinct has been an important site for transport operations for over 150 years. Today, Central Station is Australia's busiest transport interchanges and is the anchor of New South Wales's (NSW) rail network. It provides 24 platforms for suburban and Intercity and Regional train connections as well as a direct link to Sydney Airport. The broader transport interchange also caters for light rail, bus, coach and point to point connections such as taxis. The transport interchange will also form part of the Sydney Metro network, with new underground platforms to be provided for Sydney Metro services under Platform 13, 15 and 16 at Central Station. Sydney Metro services will begin in 2024. The precinct also comprises several significant heritage items including the state-heritage listed Sydney Terminal Building and the Clock Tower.



Figure 2: Location plan of Central Precinct

As part of the Strategic Framework, eight sub-precincts have been defined that reflect and positively respond to the varying character of the surrounding areas. These sub-precincts are:

- Central Station
- Northern Over Station Development
- Western Gateway
- Regent Street Sidings
- Southern Over Station Development
- Prince Alfred Sidings
- Eastern Gateway
- Goulburn Street.

The location of these sub-precincts and relevant boundaries is illustrated in **Figure 3**.

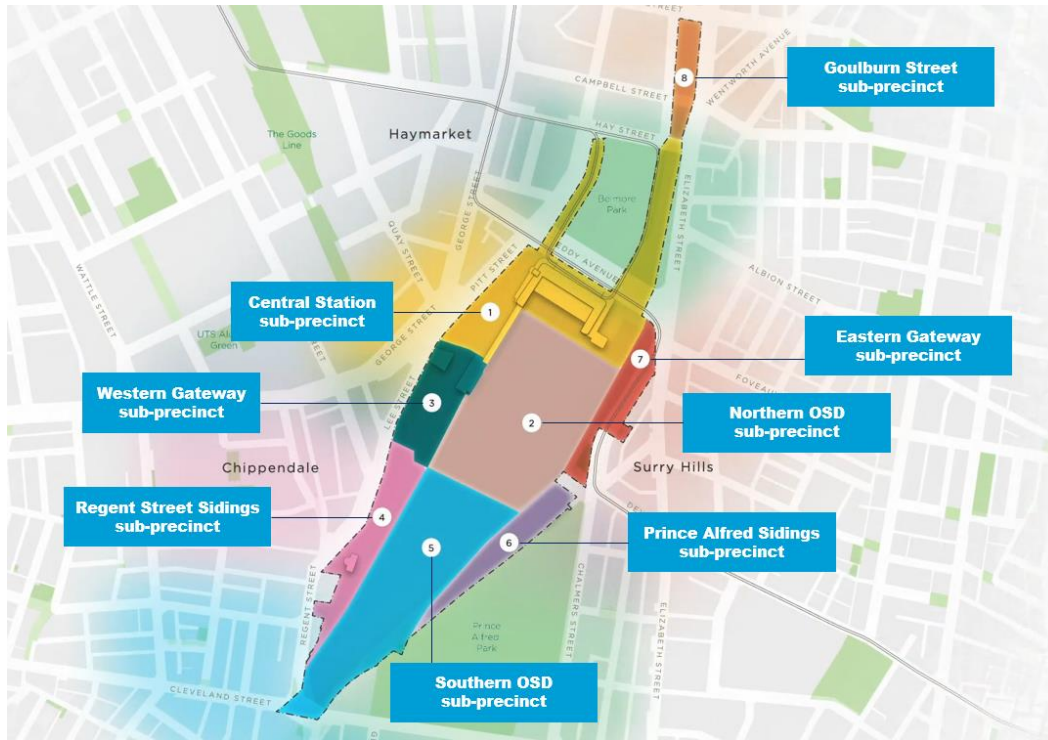


Figure 3 Central Precinct and sub-precincts

2.1 Planning priorities

To help realise the vision of Central Precinct and the desired local character of the sub-precincts, the following planning priorities have been developed and are grouped into five key themes as outlined in **Table 1** below.

Table 1 Central Precinct planning priorities

Theme	Planning priorities
Place and destination	<ul style="list-style-type: none"> • Unite the city by reconnecting with the surrounding suburbs • Shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity • Deliver a precinct which responds to its urban context and embeds design excellence Improve existing and providing additional connected public space in the precinct of high environmental amenity and comfort • Protect and celebrate the Precinct’s heritage values • Create a people focussed precinct through a focus on public transport, cycling and walkability • Facilitate the precinct’s focus on transport and economic diversity in tourism and across commercial sectors including office, business and retail.
People and community	<ul style="list-style-type: none"> • Design public spaces that promote health, equality and well-being • Promote social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression • Honour and celebrate the cultural heritage and identity of the Precinct’s past and present Aboriginal community • Create a safe and intuitive precinct that promotes social access and inclusion • Support programs and initiatives that benefit communities and people

Theme	Planning priorities
	<ul style="list-style-type: none"> • Create a precinct that responds to the current and future needs of transport customers, workers, residents and visitors, including those of the broader local community.
Mobility and access	<ul style="list-style-type: none"> • Provide a world class, integrated and seamless transport interchange • Maintain the precinct’s role as NSW’s main transport interchange • Improve the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes • Facilitate and enhancing connections within and towards key locations in southern Central Sydney • Deliver a people focussed precinct that is walkable, well connected, safe and puts people first • Design infrastructure that will adapt to future changes in transport and mobility.
Economy and innovation	<ul style="list-style-type: none"> • Advance Sydney’s status as a global city • Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups • Provide an active and diverse commercial hub with a rich network of complementary uses that nurture and support business • Support both the day and night economies of the precinct through diverse complementary uses, promoting liveability and productivity • Foster collaboration between major institutions in the precinct including transport, education, health and business • Create a smart precinct that incorporates digital infrastructure to support research and innovation.

2.2 Reference Master Plan

Architectus and Tyrrell Studio have prepared a Place Strategy, Urban Design Framework and a Public Domain Strategy which establishes the Reference Master Plan for Central Precinct. The Urban Design Framework and Public Domain Strategy provides a comprehensive urban design vision and strategy to guide future development of Central Precinct and has informed the proposed planning framework of the SSP Study.

The Reference Master Plan includes:

- Approximately 22,000 sqm of publicly accessible open space comprising:
 - Central Green – a 6,000 square metre publicly accessible park located in immediately south of the Sydney Terminal building
 - Central Square – 7,000 square metre publicly accessible square located at the George Street and Pitt Street junction
 - Mortuary Station Gardens – a 4,470 square metre publicly accessible park (excluding Mortuary Station building) located at Mortuary Station
 - Henry Deane Plaza – a publicly accessible plaza located in the Western Gateway sub-precinct
 - Eddy Avenue Plaza – a 1,680 square metre publicly accessible plaza located in the north-eastern portion of the Sydney Terminal building

- Western Terminal Extension Building Rooftop - a 970sqm publicly accessible space above the Western Terminal Extension Building Rooftop.
- Approximately 269,500 square metres of office gross floor area (GFA)
- Approximately 22,850 square metres of retail GFA
- Approximately 53,600 square metres of hotel GFA
- Approximately 84,900 square metres of residential accommodation GFA, providing for approximately 850 dwellings (assuming 1 dwelling per 100sqm GFA) - including a minimum 15% for the purposes of affordable housing.
- Approximately 47,250 square metres of education/tech space GFA
- Approximately 22,500 square metres of student accommodation GFA
- Approximately 14,300 square metres of community/cultural space GFA.

The key features of the Indicative Reference Master Plan, include:

- A network of new and enhanced open spaces linked by green connections. This will include:
 - A Central Green (Dune Gardens) at the north of Central Precinct that will create a new civic public realm extension of the Sydney Terminal building and a new vantage point for Central Sydney
 - A new Central Square which will deliver on the vision for a new public square at Central Station, as one of three major public spaces within Central Sydney connected by a people-friendly spine along George Street
 - Mortuary Station Park at Mortuary Station that will be a key public domain interface between Chippendale and the over-station development. that will draw on the story of Rookwood Cemetery and the Victorian Garden context with the established rail heritage of the Goods Line and the rail lines
 - Henry Deane Plaza which will prioritise the pedestrian experience, improving connectivity and pedestrian legibility within the Western Gateway sub-precinct and provide clear direct links to and from the State heritage listed Central Station and its surrounds
 - Eddy Avenue Plaza – will transform into a high-amenity environment with significant greening and an enhanced interface with the Sydney Terminal building.
- A new network of circulation that will establish a clear layer of legibility and public use of the place. This will include:
 - A 15 - 24 metre wide Central Avenue that is laid out in the spirit of other street layouts within Central Sydney and which responds to the position of the Central clocktower, providing new key landmark views to the clocktower. Central Avenue will be a place for people to dwell and to move through quickly. It brings together the threads of character from the wider city and wraps them
 - Three over-rail connections to enhance access and circulation through Central Precinct, as well as provide pedestrian and bicycle cross connections through the precinct

- The extension of public access along the Goods Line from Mortuary Station Gardens, offering a new connection to Darling Harbour
- New vertical transportation locations throughout the precinct allowing for seamless vertical connections.
- An active recreation system supports health and well-being through its running and cycling loops, fitness stations, distributed play elements, informal sports provision, and additional formal recreation courts.
- a network of fine grain laneways that are open to the sky

The proposed land allocation for Central Precinct is described in **Table 2** below.

Table 2 Breakdown of allocation of land within Central Precinct (note: below figures, except for total Central SSP area, excludes Western Gateway sub-precinct)

Land allocation	Proposed
Open-air rail corridor	101,755 sqm
Developable area	119,619 sqm
Public open space	19,185 sqm / 16 % of Developable area
Other publicly accessible open space (Including movement zones, streets and links)	41,773 sqm / 35 % of Developable area
Building area	58,661 sqm / 49 % of Developable area
Central SSP total area	23.8 ha

The Indicative Reference Master Plan for Central Precinct is illustrated in **Figure 4** below.

Sub-precinct	Total GFA per sub-precinct (sqm)*
(S) Station (terminal building)	15,800
(A) OSD Block A	165,400
A1	66,900
A2	48,900
A3	39,400
A4	4,100
A5	3,000
A6	3,100
(B) OSD Block B	88,900
B1	42,700
B2	37,200
B3	4,000
B4	5,000
(C) OSD Block C	109,700
C1	32,700
C2	28,500
C3	42,800
C4	3,400
C5	2,300
(D) Regent Street Sidings Block D	65,000
D1	33,300
D2	31,700
(E) Prince Alfred Sidings Block E	20,900
(F) Goulburn St Car Park	49,200
Total GFA (excluding Western Gateway)	514,900
(W) Western Gateway	275,000



Figure 4: Reference Master Plan

Source: Architectus and Tyrrell Studio

3. Purpose

The purpose of this report is to address Central Station State Significant Precinct study requirement SR 2.2:

‘The draft planning controls must be supported by documentation demonstrating the degree of consistency of the proposal with the approach outlined in the Central Sydney Planning Strategy and the extent to which the planning framework may need to be amended for the Central Precinct. The documentation should justify any proposed deviations from the approach outlined in the Central Sydney Planning Strategy.’

In preparing this report, we have had regard to:

- Central Sydney Planning Strategy 2016 – 2036 (including relevant supporting documents), City of Sydney (the City), 2021
- Central Sydney Planning Proposal, City of Sydney, 2021
- Plan finalisation report, Central Sydney Planning Proposal, NSW Department of Planning and Environment (DPE), 2022
- Letter to Monica Barone from DPE, 2022
- Sydney Local Environmental Plan 2012
- Sydney Development Control Plan 2012
- Proposed Central Precinct statutory plan, Ethos Urban, March 2022
- Proposed Central Precinct design guide, Ethos Urban, March 2022.

4. The Central Sydney Planning Strategy

The Central Sydney Planning Strategy 2016 – 2036 (the CSPS) seeks to deliver on the Sustainable Sydney 2030 vision for a green, global and connected city.

It proposes to do this through:

- 10 key moves
- a structure plan
- project ideas
- objectives and actions.

In the absence of a specific reference in the CSPS itself, we consider this to constitute the ‘approach’ adopted by the CSPS.

4.1 10 key moves

The CSPS seeks to facilitate projected growth in central Sydney through 10 key moves, they are:

- prioritise employment growth and increase capacity
- ensure development responds to context
- consolidate and simplify planning controls
- provide for employment growth in new tower clusters
- ensure infrastructure keeps pace with growth
- move towards a more sustainable city
- protect, enhance and expand Central Sydney’s heritage, public places and spaces
- move people more easily
- reaffirm commitment to design excellence
- monitor outcomes and respond.

4.2 Structure plan

The Structure Plan translates the big moves into spatial outcomes (refer **Figure 5**).

The City notes ‘the underpinning philosophy of the implementation strategy is based on three considerations:

- ensuring excellent open spaces for the enjoyment of all
- connecting parts of Central Sydney to each other and beyond
- planning for the future density of the city, particularly from increased commercial activity’.



Figure 5: CSPA Structure Plan

Source: City of Sydney 2020

4.3 Projects

The CSPA identifies a number of projects that the City has a role in facilitating and delivering. Of particular relevance to Central Precinct, are:

- extend George Street pedestrianisation to Circular Quay and Railway Square
- continue to upgrade all streets in Central Sydney for pedestrian comfort starting at the south end of Central Sydney including Quay Street and a link from the Goods Line to Railway Square.

Supporting this, the background part of the CSPA notes ‘the pedestrianisation of George Street and its three main squares – a square for celebration at Circular Quay, a civic square opposite Town Hall and a village square at Central Station’ is key to the place-led and people-focused approach to planning adopted by the CSPA.

4.4 Objectives and actions

The CSPA contains a large number of objectives and actions. These are most effectively reflected in the purpose of the planning proposal that sought to give effect to the CSPA. These being:

- ‘amend the objectives of the B8 Metropolitan Centre zone
- ensure development responds to context
- amend the additional floor space provisions under clause 6.4 Accommodation Floor Space of the Sydney LEP 2012 to remove ‘residential accommodation and serviced apartments’ from receiving additional floor space for all areas, increase the additional floor space awarded for Area 3 (Western Edge) by 0.5:1 and include office premises, business premises or retail premises in Area 4 (Chinatown and Haymarket)

- amend the objectives of the RE1 Public Recreation zone which will apply to the entire Local Government Area (LGA) to protect sun access to public land
- add a new design excellence 'plus' process which would allow for up to 50% additional floor space to be awarded for development with a site area greater than 2000sqm, where it demonstrates design excellence in an identified tower cluster area
- amend the height of building objectives to exclude sharing of views in Central Sydney
- amend the building height map to increase height for some sites along Central Sydney's western edge from 80 metres (m) to 110m
- include sun access controls for Future Town Hall Square and remove controls for Chifley Square
- amend all other existing sun access planes to ensure greater protection for public places, through refining the calculation and extent of sun access planes
- amend clause 6.16 Erection of tall buildings of the Sydney LEP 2012 to require a minimum site area for tall buildings (over 55m) to 1,000sqm along with requiring a set of performance criteria to be met. In addition, buildings which seek an FSR greater than 8:1 will also be required to meet the performance criteria
- add new provisions regarding the minimum ecological sustainable development (ESD) performance of commercial development to achieve best practice NABERS Energy with a Commitment Agreement
- include new provisions to require residential development accessing Design Excellence bonuses to be subject to higher BASIX Targets
- include new provisions to retain significant views from public places including Martin Place, Observatory Hill and views towards Central Station Clock Tower' (DPE, 2021).

The planning proposal was first submitted to DPE for endorsement in 2016. It was subject to considerable interest, and as such underwent a detailed examination process. Following the process established under section 3.33 of the Act, including public exhibition, address of submissions and further consideration, DPE endorsed the planning proposal in late 2021.

Key changes that occurred between 2016 and 2021 included removal of the proposed 'Employment Land Use' provision that capped the proportion of floor space to 50% that can be used for the purposes of residential accommodation and / or serviced apartments and the site-specific planning proposal guidelines.

DPE's covering letter highlighted a number of matters of note, including:

- 'The legislative and policy frameworks must work as one. Supporting policies adopting overly prescriptive / complicated controls could undermine the broader objective of the Strategy and should be avoided. To ensure the full potential of the Strategy is realised, I encourage Council to continue collaboration and communication with industry to improve the understanding of Schedule 11 of the Development Control Plan and other elements of the policy framework' (DPE, 2021).

4.5 Specific references to Central Precinct

The CSPS supports renewal of southern Central Sydney, in particular through catalytic projects including Central Precinct. It states:

- ‘The Strategy also supports the revitalisation of the Midtown and Southern precincts. Catalytic projects by both the NSW Government and private sector will be instrumental to improving the profile and market perception of these less traditional employment areas. Proposed metro stations and their integration into the city; the redevelopment of the space above the train lines at Central Sydney Railway Station; and private site redevelopments, must all contribute to the growth of this area as a future extension of the CBD’. (CSPS, pg 38)

The CSPS further elaborates on the potential benefits to Central Sydney that may accrue as a result of renewal of Central Precinct:

- ‘Catalytic projects by both the NSW Government and private sector on sites in and around Central Sydney will be instrumental to improving the amenity of Central Sydney, particularly the redevelopment of space above the train lines at Central Railway Station. This project provides a once-in-a-lifetime opportunity to function as the southern employment gateway to Central Sydney, served by a high-volume, mixed mode transport interchange, a professional and creative highly skilled workforce, with access to a range of cultural and tourism destinations and the ability to integrate with and extend the existing fine grain street and open space network of surrounding Surry Hills, Chinatown, Ultimo and Chippendale. Delivered in the medium term, the successful development of Central to Eveleigh will deliver flow-on benefits for Central Sydney’s Midtown, from Park Street to Eddy Avenue’. (CSPS, pg 215)

The CSPS includes Central Precinct in the area referred to as the Central to Eveleigh urban renewal project. The strategy notes that this area has long been identified for growth:

- ‘Land between Central railway station and Cleveland Street and onwards to Eveleigh has been identified in Sustainable Sydney 2030 and the State Government’s A Plan for Growing Sydney as an opportunity to expand office space in Central Sydney. It was also identified for redevelopment in both the 1971 and the 1988 major strategic plans for Central Sydney. (CSPS, pg 221)

The CSPS also notes that due to its spatial relationship with Central Sydney, this area is well suited to secure the longer term growth of Central Sydney:

- ‘The Central to Eveleigh and Bays Precinct urban renewal projects are an opportunity to secure the growth potential of Central Sydney. The physical proximity of these projects makes them the natural long-term extensions of Central Sydney, and the future home of metropolitan Sydney’s high-value workers and knowledge-intensive industries. Central to Eveleigh is ideally positioned to cater for this growth with its proximity to existing and growing employment clusters in surrounding suburbs’. (CSPS, pg 43)

The strategy also identifies an intent for the area to accommodate a substantial amount of jobs floor space:

- It remains critical that these planned centres, and other centres within metropolitan Sydney, also set aside an appropriate amount of land for employment floor space growth. Planning for a high jobs growth scenario for 2036 and beyond, rather than according to current trends, is critical to preserve the global status of metropolitan Sydney. (CSPS, pg 221)

The CSPA also notes specific unique attributes of Central Precinct, as well as a desired future intent:

- 'It (Central to Eveleigh) is also better positioned to deliver the larger floor plate, lower campus-style buildings such as found in Melbourne's Docklands that are preferred by financial and professional service firms. Central Sydney's existing structure, street and block pattern, and intimate scale are less accommodating. (CSPA, pg 221)
- The Central to Eveleigh Precinct will become Central Sydney's newest precinct, youthful and lively, and serving existing education, visitor accommodation and creative uses. It will also serve those emerging and perhaps yet-unknown business models and workplaces that are seeking a playful and creative point of difference to the traditional office core'. (CSPA, pg 39)

The CSPA establishes a number of priorities for Central to Eveleigh (emphasis added):

- **'Diverse employment floor space:** Central to Eveleigh has the potential to accommodate approximately 500,000 square metres of floor space, at Central Station, in a form that respects direct solar access to Prince Alfred Park. The floor space potential created equates to approximately 25,000 future jobs. All of this floor space should be earmarked as employment related floor space where a diversity of spaces are targeted towards a diverse range of business, both big and small, local and international, and supported by community and cultural infrastructure. (CSPA, pg 221)
- **Enhanced local connections:** Arguably Australia's best serviced major urban renewal area in regards to public transport, the existing available capacity of the transport network provided by bus, heavy rail and planned metro and light rail services means that even without additional short to medium-term investments in public transport, Central to Eveleigh has the unrivalled ability to grow without placing undue pressure on metropolitan Sydney's public transport network. While well serviced by metropolitan connections, it is, however, poorly serviced by local connections and it will be these local connections – the incidental and everyday journeys – that will influence the decision of workers and businesses to locate and invest there. The urban transformation of Central to Eveleigh should minimise traffic generation and congestion, building on the key attributes of the area by focusing on creating great streets and walkable neighbourhoods. Walking and cycling connections east and west, north and south should be maximised to make the precinct convenient and permeable, connecting seamlessly into the established network of surrounding streets and open spaces.
- **Improved local infrastructure:** Central to Eveleigh presents an opportunity to provide for much-needed local services and infrastructure in the southern part of Central Sydney. Cycleways, green space, and community and creative facilities will support existing businesses, workers, visitors and residents as well as cater for future populations'.

The CSPA envisages significant development above and around Central Station within Central Precinct (refer **Figure 6**).



Figure 6: The CSPA contemplated large scale development above Central Station

Source: City of Sydney (CSPA, pg 20)

5. The approach adopted by the proposal

5.1 Place based planning and design

Consistent with the strategic planning approach adopted by the GSC in the Eastern City District Plan, DPE in its place strategies for State led rezonings and advocated for in key NSW Government guidance documents such as Better Placed (GANSW, 2018) and the Local Character and Place Guideline (DPE, 2018), planning and design for the future renewal of Central Precinct has adopted a place based approach. This has been informed by the extensive work articulated in the Urban Design Study, and has been guided by expert review and input from the SDRP, PRP and PWG.

While important in every context, place based planning and design is perhaps more important in precincts with attributes such as Central Precinct. Central Precinct is a large, consolidated land holding at the edge of Central Sydney adjacent to inner city communities such as Surry Hills, Redfern and Chippendale. In addition, it does not have an existing urban structure. Rather, the proposal is creating a new 'smart' deck upon which new open spaces, streets, lanes and buildings will be shaped. In essence, a new urban ecosystem will be created that is both distinct from, but which is informed by its Central Sydney context.

This is distinct from the rest of Central Sydney, which largely comprises smaller, more fragmented land holdings defined by existing spaces. In such a context, consistency with more general provisions is important for a number of reasons, including sharing of potential uplift to provide for more fair and reasonable development outcomes and to ensure acceptable amenity and character outcomes. The CSPS, with its more standardised built form parameters, is an excellent guide and point of reference for this established CBD context for site specific proposals. By establishing default parameters for matters such as street wall height and setbacks, the CSPS provides the City, community and other developers with assurance of acceptable outcomes.

5.2 Consideration has been given to the CSPS

As has been demonstrated in the Urban Design Study, careful consideration has been given to the CSPS. To this end TfNSW together with their project team have always sought to strive to achieve its strategic intent and key outcomes. In particular, ensuring that the proposal:

- a. achieves a balance between optimising the Precinct to deliver new high quality employment floor space whilst ensuring the protection, enhancement and expansion of Central Sydney's heritage, public places and spaces,
- b. delivers a renewal outcome that delivers on the Precinct's renewal vision, responds to context and promotes Sydney's transition to a more sustainable city,
- c. supports more free flowing movement of people to, through and across the Precinct, and which delivers design excellence in both the built form and public realm,
- d. supports improvements to infrastructure so that it keeps pace with forecast growth.

This has at times resulted in foregoing considerable development potential that would otherwise have been achievable under existing statutory planning controls. For example, Central Green and the lower-rise, more human scale form of the Central Avenue block are located in areas that under the SLEP2012 Prince Alfred Park sun access plane has the greatest potential for height in the precinct.

5.3 The CSPA invites place responsive alternative solutions

The CSPA, and now the SLEP2012 and SDCP2012 (through Schedule 12), invite developers to explore alternative built form parameters for their sites through place based planning and design where those alternative designs are capable of meeting certain performance outcomes. While these outcomes cover a number of matters, they in particular address wind safety and comfort and daylight (as measured by skyview factor (SVF)). This approach has recently been applied to a planning proposal for 187 Thomas Street, Haymarket, resulting in considerable variation to the default built form parameters as can be seen in **Figure 7**.

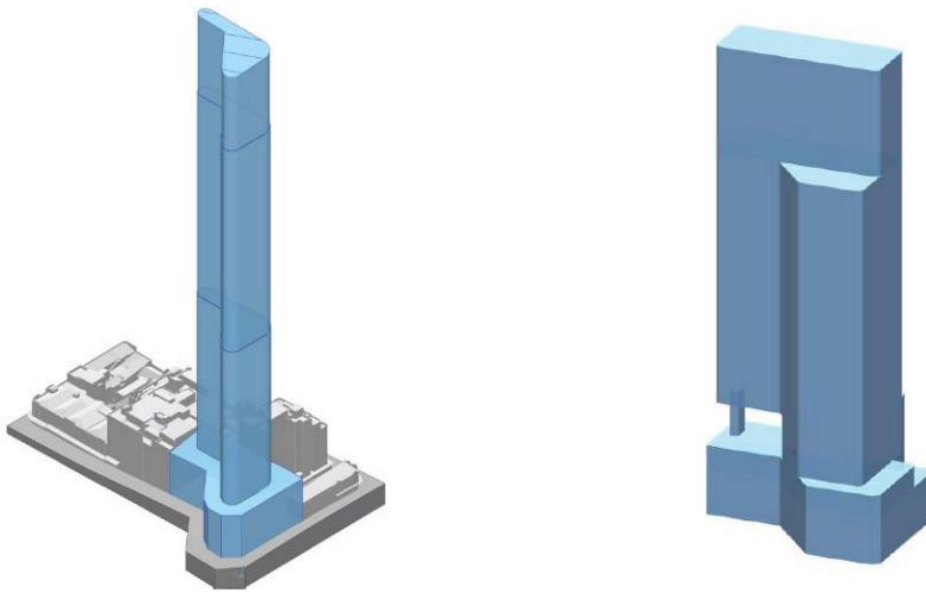


Figure 7: CSPA vs planning proposal envelopes

Source: City of Sydney

5.4 A merit based approach

This focus on strategic intent and key outcomes has led to a performance and merit based approach for the Central Precinct, informed by undertaking an impact assessment to test the performance of the Indicative Masterplan against the standards set within the CSPA. This has involved development and testing of built form arrangements for street wall heights and upper level setbacks that are different to the default provisions under the CSPA. For example, based on key parameters of the proposal, it is understood that the default provisions for street wall heights in Central Precinct is 25m (maximum) with upper level setbacks to towers of 8m (minimum). By comparison, street wall heights within the Central Precinct are proposed to vary between 20 – 37m, and in locations such as the Devonshire Link upper level setbacks range between 0m – 5m in locations.

Recognising the difference between the CSPA default provisions and those proposed for the Central Precinct, TfNSW and their consultant team has undertaken extensive analysis and testing to understand the comparable performance of these alternative design approaches. This testing has been informed by the process espoused within Schedule 11 of the Central Sydney DCP 2012.

5.5 Meeting key wind outcomes

Wind performance has been a central consideration in evaluating the merits of the proposed alternative design solution under the Indicative Masterplan. Recognising the importance of this, TfNSW has from the outset sought to ensure that the layout and design of the public domain and built form has been guided by CSPA provisions for wind safety and comfort. This has involved shaping larger elements such as the varied height for the Central Avenue block as well as parameters for notches and the rounding of building edges.

Iterative computational fluid dynamics (CFD) testing helped further develop and refine the proposal. For benchmarking purposes, a CSPA compliant proposal was developed as a comparison for the Indicative Masterplan that has been used as the basis for the Central Precinct SSP. Subsequent wind tunnel testing as outlined in the Wind Study has shown that:

- based on 'pedestrian level environmental wind risk all direction contour plots', the proposal achieves wind safety and comfort levels in accordance with the SDCP2012 controls (see **Figure 8**)
- the proposal generally improves wind conditions to the west of the development, including around the Atlassian, Dexu Fraser, and Toga towers, compared to the existing pre-development situation
- the CSPA compliant scheme that includes 8m upper level setbacks results in some areas at risk of exceeding wind safety criteria, and does not perform as well as the Indicate Reference Scheme in parts of Central Avenue, Devonshire Link and Central Green.

The following figures provide a comparison of the proposal compared to an alternative CSPA compliant scheme. Larger versions of these figures are attached to allow a better comparison.

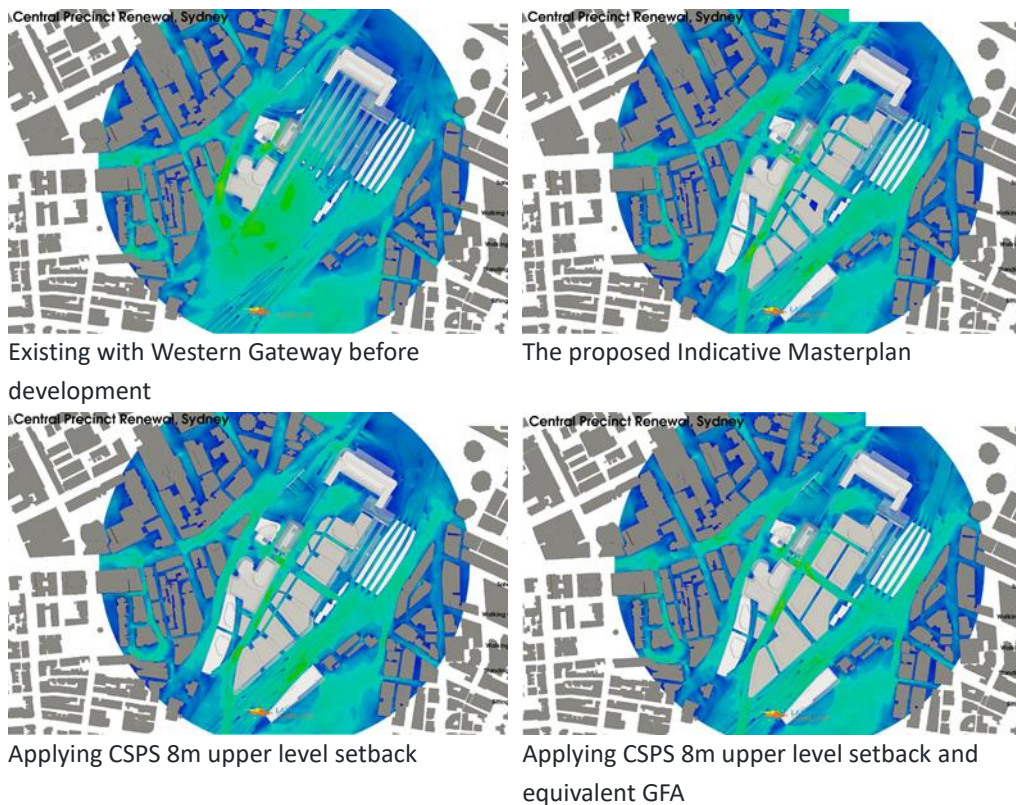


Figure 8: Wind performance of the proposal compared to an alternative CSPA compliant scheme

Source: Laminar2 Turbulent & MEL Consultants

5.6 Considering daylight

An intent to achieve acceptable levels of daylight to public spaces has helped shape physical planning and design outcomes (refer **Figure 9**). Noting that SVF requires an existing context of streets and lanes to measure comparative outcomes between the default and any alternative, benchmarking undertaken by Architectus and Tyrrell Studio and outlined in the Urban Design Study shows the level of daylight being achieved in streets and lanes as comparable to or better than other, similar spaces in Central Sydney. In particular as seen in **Figure 10**, the lawn area of Central Green is achieving good levels of daylight (and indeed sunlight) compared to other comparable, nearby spaces created through recent renewal projects.

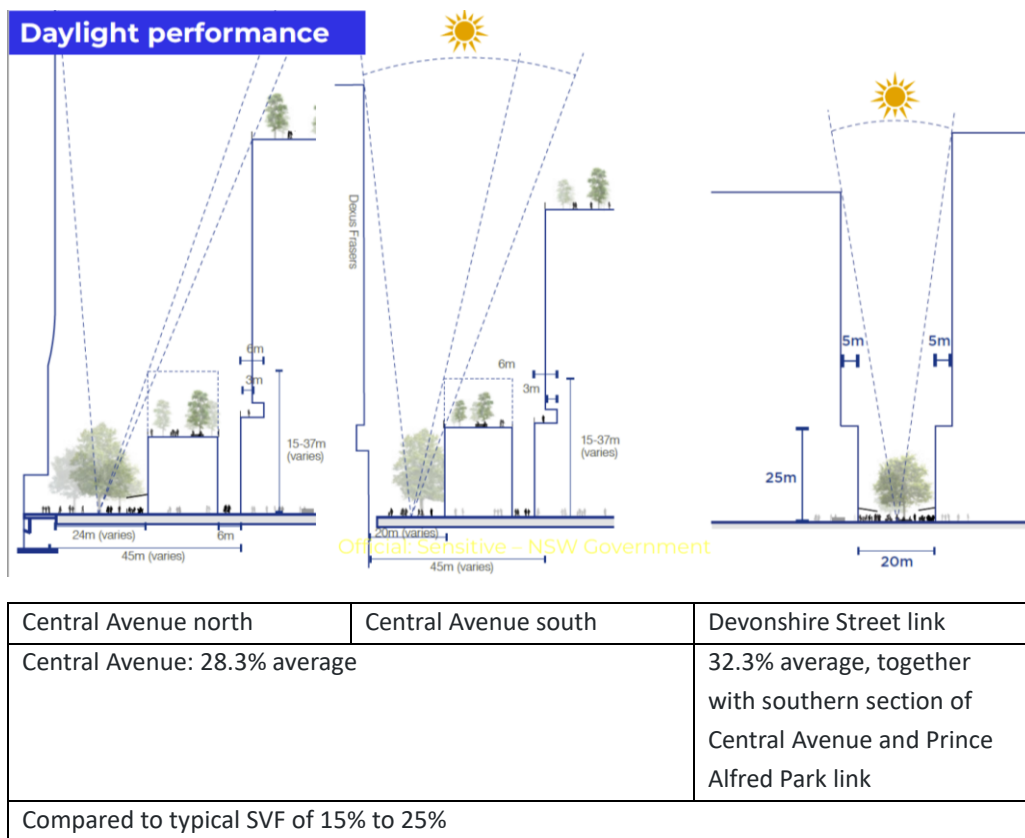


Figure 9: Strategies for daylight to streets and lanes

Source: Architectus

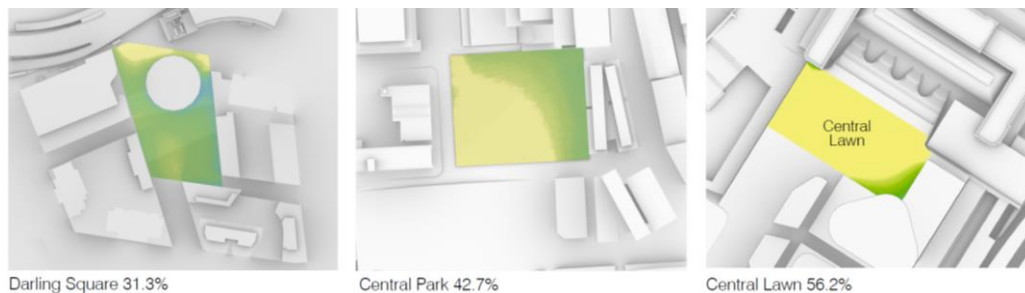


Figure 10: Skyview performance of Central Green (lawn area)

Source: Architectus

5.7 Non-Aboriginal heritage

As has been outlined in the Non-Aboriginal Heritage Study, the proposal is achieving acceptable heritage outcomes considering the overarching intent for Central Precinct as a city shaping renewal project aimed at delivering significant new growth to Central Sydney. This has included placing the Central Station Clock Tower as the 'fulcrum' of the proposal (as noted in the Public Domain Study), and achieving considerable separation distances between existing heritage items and new built form of scale, including 134m between the clock tower and any tower on Block A1, 80m between the Grand Concourse roof and any tower on Block A1 and 70m between Mortuary Station and taller building elements in the Regent Street Sidings sub-precinct. All other heritage items within the Central Precinct including but not limited to Mortuary Station, the Bradfield Flying Junctions and Electric Sub-Station have also been a key consideration in planning for the precinct, and this will be reflected in the future statutory framework and is reflected in the drafting of the proposed Central Precinct Design Guide.

5.8 Other matters

The proposal has been designed with specific regard to other CSPS built form matters, including nil public domain setbacks and maximum horizontal building dimension (100m).

5.9 The planning framework

The planning framework seeks to maintain the integrity of the design aspiration that underpins the proposal. Many of the existing SLEP2012 and SDCP2012 provisions are adopted. This includes across a range of topics such as transport, water quality and night-time economy as well as other built form parameters such maximum building dimension (100m). However, for certain aspects, this also means codifying alternative parameters informed by place based planning and design as tested for achievement of amenity and heritage outcomes. While different, the level of variation is not considered unreasonable. For example, the maximum street wall height of the western side of the Central Avenue block is 37m, which is around 50% more than the 25m under the CSPS. Upper level setbacks vary between 2m – 6m from the 8m under the CSPS. In addition to achieving key amenity and heritage outcomes, it is considered that unlike other, more fragmented parts of Central Sydney, such development will not result in an inconsistent or unreasonable development pattern. As can be seen from the Urban Design Study, the Indicative Masterplan supports the creation of a high quality high amenity public domain outcome that is consistent, and in many areas superior to that achieved in other parts of Central Sydney.

The planning framework codifies these built form outcomes in the form of objectives, statutory planning controls and guidelines. Where a control/guideline is not met, consistent with the merit based approach to planning in NSW (as confirmed by DPEs currently proposed changes to section 4.6 of the Standard Instrument) the proponent will be required to demonstrate that despite this non-compliance, it achieves the objectives to the satisfaction of the consent authority. While ultimately a decision for the consent authority, as has been communicated consistently throughout the SSP Study, as wind is such a critical determinant of a successful, high amenity public domain, it would be expected that the consent authority would apply an appropriate level of rigour to such merit judgements.

The approach taken to the structure of the planning controls is entirely consistent with standard practice in NSW, which adopt statutory controls and development standards, that are then supported by DCP controls that provide further detailed guidance.

6. Assessment of consistency

Assessment of the proposal’s consistency with key parts of the CSPA is as follows:

- consistency with the big moves is provided in **Table 3**
- consistency with the structure plan is provided in **Table 4**
- consistency with the projects is provided in **Table 5**
- consistency with the purpose of the planning proposal is provided in **Table 6**
- consistency with the detailed references to Central Precinct is provided in **Table 7**.

Table 3: Consistency with the big moves

Ref	Key move	Assessment	Consistency
1.	Prioritise employment growth and increase capacity	<p>The proposal will deliver 253,900sqm of office GFA. This represents over 8% of the potential 2.9 million sqm of additional floor space unlocked by the CSPA.</p> <p>Together with the approved rezoning of the adjoining Western Gateway sub-precinct, this is around 15% of this potential.</p> <p>The proposal will also provide for additional employment floorspace, including 48,800sqm of education / tech space.</p> <p>Residential uses are limited to the Regent Street Sidings sub-precinct and the Goulburn Street sub-precinct and part of the Southern OSD sub-precinct (student housing).</p>	Yes
2.	Ensure development responds to context	<p>The proposal has been subject to a comprehensive, place based design process that has taken into consideration the overarching strategic intent of Central Precinct to extend the CBD to the south.</p> <p>This process has been led by the Office of the Government Architect NSW (GANSW) and has: involved 10 State design review panel sessions, involved detailed assessment of challenges and opportunities involved specific are involved focussed address of context matters including the ongoing role of Central Station, the precinct’s place as part of southern Central Sydney, connectivity to Surry Hills and Redfern, heritage items and delivery of Central Square. resulted in the provision of numerous advice guidance notes to the project team</p>	Yes

Ref	Key move	Assessment	Consistency
3.	Consolidate and simplify planning controls	This is addressed in a document provided under separate cover addressing the SEPP vs LEPP approach	Yes
4.	Provide for employment growth in new tower clusters	The proposal adjoins, expands and strengthens the southern tower cluster. Based on the VIA, from key locations, in particular when seen from the east, the proposal will be seen as an integrated part of this tower cluster	Yes
5.	Ensure infrastructure keeps pace with growth	<p>The proposal will enable transformation of Central Station, improving train capacity and the customer experience. This will secure its resilience as Sydney's main train station and the heart of the NSW train network.</p> <p>In addition, the proposal will deliver a significant amount of tangible new infrastructure, including:</p> <p>Open space: such as Central Square and Central Green</p> <p>Streets and lanes: such as Central Avenue, Devonshire Link and cross-rail active transport bridges</p> <p>Community and cultural facilities: including a 4,000sqm flexible, multi-use space and an Aboriginal cultural centre</p> <p>Active transport: including new cycle paths and end of trip facilities</p> <p>Sustainability: including the potential for precinct-wide utilities.</p>	Yes
6.	Move towards a more sustainable city	<p>The proposal has been designed as a low-carbon precinct that achieves 50% emissions by 2030 and net zero emissions by 2050. The Design Guide includes precinct wide and use specific provisions to help achieve this and which are responsive to the CSPS targets included in section 7.25A 'Sustainable development in Central Sydney tower cluster areas' of the SLEP2012. They comprise:</p> <p>entire Central Precinct: 6 star Green Star – Communities rating</p> <p>all uses: 6 star Green Star for Buildings rating</p> <p>all uses: 6 star Green Star – Performance rating</p> <p>commercial premises: 6-star NABERS Energy rating with a Commitment Agreement</p>	Yes

Ref	Key move	Assessment	Consistency
		<p>commercial premises: 5-star NABERS Water rating commercial premises: silver core and shell WELL rating (or equivalent industry standard) commercial premises: 5.5-star NABERS Waste Whole Building residential accommodation (common areas only, not for individual dwelling units): 4.5-star NABERS Energy rating with a Commitment Agreement hotel: 4.5-star NABERS Energy rating with a Commitment Agreement hotel: 4-star NABERS Water rating.</p>	
7.	Protect, enhance and expand Central Sydney's heritage, public places and spaces	<p>The proposal protects and will enable the sensitive adaptive restoration and re-use of key heritage items, including Central Station, Mortuary Station and the Electric Sub Station.</p> <p>The proposal retains the existing mapped extent of Central Station's heritage listing, and requires new development to address the existing, well understood and accepted provisions of section 5.10 'Heritage conservation' of the SLEP2012. This includes consideration of the updated CMP prepared as part of the SSP Study.</p> <p>The proposal protects the amenity of Prince Alfred Park and Belmore Park, enhances the north-west edge of Prince Alfred Park and expands Central Sydney's public spaces offering by delivering an integrated network of open spaces, streets and lanes in an integrated network. This includes Central Square, and the much needed sunny dwell space of Central Green's lawn area</p>	Yes
8.	Move people more easily	The proposal will improve public transport and active transport connections, in particular through the new cross rail active transport bridges	Yes
9.	Reaffirm commitment to design excellence	<p>The Design Guide includes extensive and detailed design excellence provisions and strategy based on Division 4 'Design excellence' of the SEP2012.</p> <p>It also innovates on current practice by requiring address of encouraging First Nations peoples involvement throughout the design excellence process and delivering building design and landscaping outcomes as an expression of Connecting with Country.</p>	Yes

Ref	Key move	Assessment	Consistency
10.	Monitor outcomes and respond	To enable the collection and use of data to support environmental and sustainability outcomes, the Design Guide requires the embedding of precinct-wide technology, including the Internet of Things (IoT) sensors including enabling real-time reporting of sustainability metrics relating to whole of life carbon, mobility patterns, water consumption, heat, air quality and waste management.	Yes

Table 4: Consistency with the structure plan

Ref	Philosophy	Assessment	Consistency
1.	Ensuring excellent open spaces for the enjoyment of all	The proposal protects the amenity of existing, surrounding public open spaces of Prince Alfred Park and Belmore Park. In particular, the proposal will comply with SLEP2012 provisions for overshadowing of Prince Alfred Park, and will create an improved interface with the parks north-west edge.	Yes
2.	Connecting parts of Central Sydney to each other and beyond	The proposal will result in significantly improved connectivity between Central Sydney, Chippendale, Surry Hills and Redfern through the delivery of Central Walk and the Devonshire Street Link, as well as 2 other cross suburban rail pedestrian and cyclist bridges.	Yes
3.	Planning for the future density of the city, particularly from increased commercial activity	By delivering over 200,000sqm of new employment floor space supported by complementary uses, the proposal will substantially increase commercial activity in southern Central Sydney.	Yes

Table 5: Consistency with the projects

Ref	Project	Assessment	Consistency
1.	Extend George Street pedestrianisation to Circular Quay and Railway Square	The proposal delivers over 4,000sqm of new public open space in the form of Central Square. Renewal of Central Precinct is critical to creation of the new third square, which will better connect Central Precinct and Railway Square.	Yes
2.	Continue to upgrade all streets in Central Sydney for pedestrian comfort starting at the south end of Central Sydney including Quay Street and a link from the Goods Line to Railway Square	The proposal involves revitalising the Goods Line as a new publicly accessible linear open space, linking to new garden adjacent to Mortuary Station and with potential linkages to indoor spaces within the Regent Street Sidings sub-precinct and the Western Gateway sub-precinct.	Yes

Table 6: Consistency with the purpose of the planning proposal

Ref	Purpose	Assessment	Consistency
1.	Amend the objectives of the B8 Metropolitan Centre zone	The proposal seeks to exclude Central Precinct from the SP2 Infrastructure zone and include it mostly in the B8 Metropolitan Centre zone. The revised objectives for this zone are proposed to apply.	Yes
2.	Ensure development responds to context	The Design Guide includes over 120 pages of objectives and controls that seek to maintain the integrity of the place responsive design aspiration.	Yes
3.	Amend the additional floor space provisions under clause 6.4 Accommodation Floor Space of the Sydney LEP 2012 to: remove 'residential accommodation and serviced apartments' from receiving additional floor space for all areas	Under the statutory plan and design guide, no additional floorspace or building height will be awarded for a building demonstrating design excellence.	No, but justified

Ref	Purpose	Assessment	Consistency
4.	increase the additional floor space awarded for Area 3 (Western Edge) by 0.5:1	This provision does not apply to Central Precinct.	N/a
5.	include office premises, business premises or retail premises in Area 4 (Chinatown and Haymarket)	Currently prohibited unless in association with railway uses, the proposal makes office premises, business premises and retail premises permitted with consent in the precinct.	Yes
6.	Amend the objectives of the RE1 Public Recreation zone which will apply to the entire Local Government Area (LGA) to protect sun access to public land	The proposal will comply with the provisions for sun access to Prince Alfred Park and Belmore Park.	Yes
7.	Add a new design excellence 'plus' process which would allow for up to 50% additional floor space to be awarded for development with a site area greater than 2000sqm, where it demonstrates design excellence in an identified tower cluster area	Under the design guide, no additional floorspace or building height will be awarded for a building demonstrating design excellence.	No, but justified
8.	Amend the height of building objectives to exclude sharing of views in Central Sydney	The statutory plan includes provisions addressing outlook from commercial development.	Yes
9.	Amend the building height map to increase height for some sites along Central Sydney's western edge from 80 metres (m) to 110m	This provision does not apply to Central Precinct.	N/a
10.	Include sun access controls for Future Town Hall Square and remove controls for Chifley Square	This provision does not apply to Central Precinct.	N/a
11.	Amend all other existing sun access planes to ensure greater protection for public places, through refining the calculation and extent of sun access planes	The proposal will comply with the provisions for sun access to Prince Alfred Park and Belmore Park.	Yes
12.	Amend clause 6.16 Erection of tall buildings of the Sydney LEP	The statutory plan includes a new section entitled 'Built form' which	Yes

Ref	Purpose	Assessment	Consistency
	2012 to require a minimum site area for tall buildings (over 55m) to 1,000m2 along with requiring a set of performance criteria to be met. In addition, buildings which seek an FSR greater than 8:1 will also be required to meet the performance criteria	is aligned with the amended clause 6.16. The Design Guide includes performance based provisions in the form of objectives and controls for wind safety and comfort that are consistent with the SDCP2012, and establishes complementary daylight provisions that establish minimum and target skyview (as assessed using the City's methodology).	
13.	Add new provisions regarding the minimum ecological sustainable development (ESD) performance of commercial development to achieve best practice NABERS Energy with a Commitment Agreement	As has been already noted, the Design Guide includes precinct wide and use specific provisions to help achieve this that are responsive to the CSPS targets included in section 7.25A 'Sustainable development in Central Sydney tower cluster areas' of the SLEP2012.	Yes
14.	Include new provisions to require residential development accessing Design Excellence bonuses to be subject to higher BASIX Targets	Under the statutory plan and design guide, no additional floorspace or building height will be awarded for a building demonstrating design excellence.	No, but justified
15.	Include new provisions to retain significant views from public places including Martin Place, Observatory Hill and views towards Central Station Clock Tower	New buildings of scale, including all tower buildings, will not intrude within the Central Station Clock Tower view plane under section 6.19 'View planes' of the SLEP2012. In addition, the Design Guide will adopt this section.	Yes

Table 7: Consistency with specific references to Central Precinct

Ref	Statement	Assessment	Consistency
1.	Natural long-term extension of Central Sydney and opportunity to secure the	The proposal realises this opportunity.	Yes

Ref	Statement	Assessment	Consistency
	growth potential of Central Sydney		
2.	Revitalise Southern Central Sydney	Due to its critical mass, layout and design, the proposal has the potential to become a new heart for southern Central Sydney, revitalising adjoining and broader areas.	Yes
3.	Future home of metropolitan Sydney's high-value workers and knowledge-intensive industries; Professional and creative highly skilled workforce	The proposal will accommodate over 250,000sqm of new A-grade employment floor space, with close to 50,000sqm allocated to innovation and technology space.	Yes
4.	Improve the profile and market perception of these less traditional employment areas	The scale and nature of the proposal is city shaping, and will transform the perception of this currently underutilised part of Central Sydney.	Yes
5.	Set aside an appropriate amount of land for employment floor space growth, planning for a high jobs growth scenario for 2036 and beyond, rather than according to current trends	The proposal adopts a long time planning horizon, catering for greater than current trend in jobs growth.	Yes
6.	Larger floor plate, lower campus-style buildings such as found in Melbourne's Docklands that are preferred by financial and professional service firms	The proposal will incorporate larger floor plate buildings with maximum dimensions up to that allowed for under the SDCP2012 (100m maximum length). While heights will be greater than that in Docklands, they are the result of a place responsive design process and are lower than heights in the adjoining rezoned Western Gateway sub-precinct and the southern tower cluster more broadly.	Yes
7.	Integrate the metro station into the city	By facilitating complementary renewal of Central Station, including the completion of Central Walk, as well as new active transport infrastructure the proposal will	Yes

Ref	Statement	Assessment	Consistency
		better integrate the metro station into the surrounding city.	
8.	Redevelop the space above the train lines	The proposal redevelops this space.	Yes
9.	Improving the amenity of Central Sydney	The proposal will revitalise an underutilised and currently utilitarian part of Central Sydney, resulting in the creation of a new vibrant and high quality heart of southern Central Sydney.	Yes
10.	Southern employment gateway to Central Sydney	With its emphasis on employment floor space, the proposal will position Central Precinct as the new jobs gateway to Central Sydney.	Yes
11.	High-volume, mixed mode transport interchange	The proposal retains existing transport modes, including rail, bus and coach, and better connects them through improved active transport.	Yes
12.	Access to a range of cultural and tourism destinations	The proposal will include a range of complementary uses, including a hotel and community and cultural uses.	Yes
13.	Ability to integrate with and extend the existing fine grain street and open space network of surrounding Surry Hills, Chinatown, Ultimo and Chippendale	The proposal connects with key adjoining streets, including Pitt Street, George Street and Devonshire Street, and proposed an integrated network of streets and lanes complemented by through-block links.	Yes
14.	Serving existing education, visitor accommodation and creative uses	The proposal will include uses that complement existing uses, including education, student accommodation, hotel and creative floor space.	Yes
15.	Serve those emerging and perhaps yet-unknown business models and workplaces that are seeking a playful and creative point of difference to the traditional office core	The Design Guide includes a number of measures intended to encourage innovative responses to business, including the 'daylighting' of creative uses whereby they are highly integrated with and / or visible from the adjoining public domain.	Yes

Ref	Statement	Assessment	Consistency
16.	Respects direct solar access to Prince Alfred Park	The proposal complies with the SLEP2012 sun access place to Prince Alfred Park.	Yes
17.	Supported by community and cultural infrastructure	The proposal incorporates a range of community and cultural infrastructure, including an integrated, multipurpose community facility (4,00sqm), local community facility (tech lounge), community and cultural space, child care facility and social / health services hub. The community and cultural space includes dedicated space for local and visiting Aboriginal and non-Aboriginal community members to meet, father, participate in, experience and share culture.	Yes
18.	Minimise traffic generation and congestion	The statutory plan adopts the maximum carparking rates of Part 7, Division 1 'Car parking ancillary to other development' of the SLEP2012.	Yes
19.	Building on the key attributes of the area by focusing on creating great streets and walkable neighbourhoods	The proposal creates a walkable precinct by including an integrated, permeable open space network comprising streets and lanes, supported by through-block links. The Design Guide includes clear guidance on the layout, design, amenity and character outcomes for these spaces.	Yes
20.	Cycleways, green space, and community and creative facilities will support existing businesses, workers, visitors and residents as well as cater for future populations	The proposal includes a range of active transport, green space and community and creative facilities. As has been noted in the social sustainability study, these facilities will in part cater to existing populations.	Yes

7. Conclusion

Based on our review, the proposal is considered to be consistent with the strategic intent of the CSPA for the following reasons:

- it enables delivery of a significant amount of new employment floorspace above and around Central Station and adjacent to the southern tower cluster
- it protects or improves the amenity of the existing key public spaces of Prince Alfred Park and Belmore Park, in particular complying with new CSPA provisions for sun access
- the proposed planning framework is heavily influenced by the CSPA, and adopts many key parts of the amended SLEP2012 and SDCA2012 including controls for wind safety and comfort.

Where inconsistent with certain default built form parameters in the CSPA, alternative solutions:

- are the result of place based planning and design
- contribute to an overall layout that is supported in principle by the SDCA
- achieve key amenity outcomes, in particular for wind safety and comfort
- are codified in the planning framework.

The planning framework is consistent with the performance, merit based approach of the NSW planning system and as encouraged by the CSPA as it:

- sets numeric, prescriptive controls
- allows for reasonable alternative solutions to these controls where it can be demonstrated that despite non-compliance, they achieve the corresponding objective
- required submission of supporting technical documentation to help justify alternatives.

On this basis, it is considered that the proposal is consistent with the spirit and intent of the CSPA, and departures are reasonable and adequately justified.

8. About this report

The purpose of this report is to provide a detailed assessment against the CSPS. This report addresses study requirement 2.2 Draft Planning Controls. The relevant study requirements, considerations and consultation requirements, and location of where these have been responded to is outlined in **Table 1** below.

8.1 SSP Study requirements

Table 3 Study requirements, considerations, and consultation requirements

Ref	Requirement or consideration	Summary response	Where addressed
Study requirement			
2.2_A	The draft planning controls must be supported by documentation demonstrating the degree of consistency of the proposal with the approach outlined in the Central Sydney Planning Strategy and the extent to which the planning framework may need to be amended for the Central Precinct. The documentation should justify any proposed deviations from the approach outlined in the Central Sydney Planning Strategy.	This report fulfils this study requirement.	This entire report
Study consideration			
2.2_B	Consider the suitability of the Precinct for any proposed land use taking into consideration environmental, social and economic factors, and any State or regional planning strategy.	This planning report considers the suitability of the Precinct against the CSPS.	This entire report
Consultation			
2.2_C	The Study is to be informed by consultation with the DPIE's demographics team, the City of Sydney, the Greater Sydney Commission, the NSW Government Architect the Heritage Council of NSW (or delegate) and NSW Treasury's TTIP division.	Consultation has occurred with the City of Sydney and DPE in the selection of viewpoints. Engagement on matters relevant to visual impact, including public domain, built form and heritage, has occurred with the City of Sydney, DPE, GANSW and GSC through the DRP, SDRP and PWG processes. It is not considered material to visual impact to consult with the DPE Green and Resilient Public Places team NSW Environment Protection Authority	This entire report
Author			
2.2_D	The assessment against the CSPS is to be prepared by a suitably qualified professional(s) with the necessary experience and expertise to undertake the required works	This VIA has been prepared by appropriately qualified and experienced expert urban planners.	This entire report

Ref	Requirement or consideration	Summary response	Where addressed
Guidance documents			
2.2_E	The following documents provide guidance for this Study: <ul style="list-style-type: none">• Draft Central Sydney Planning Strategy	The Central Sydney Planning Strategy has been considered as part of this report:	This entire report

9. Appendices – Wind performance

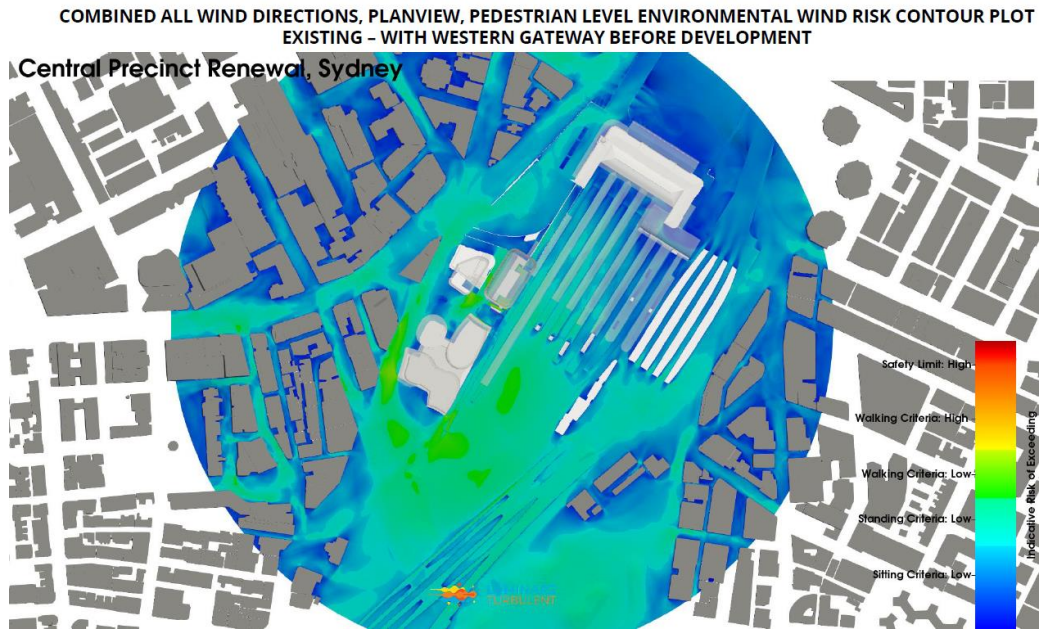


Figure 11: Existing with Western Gateway before development

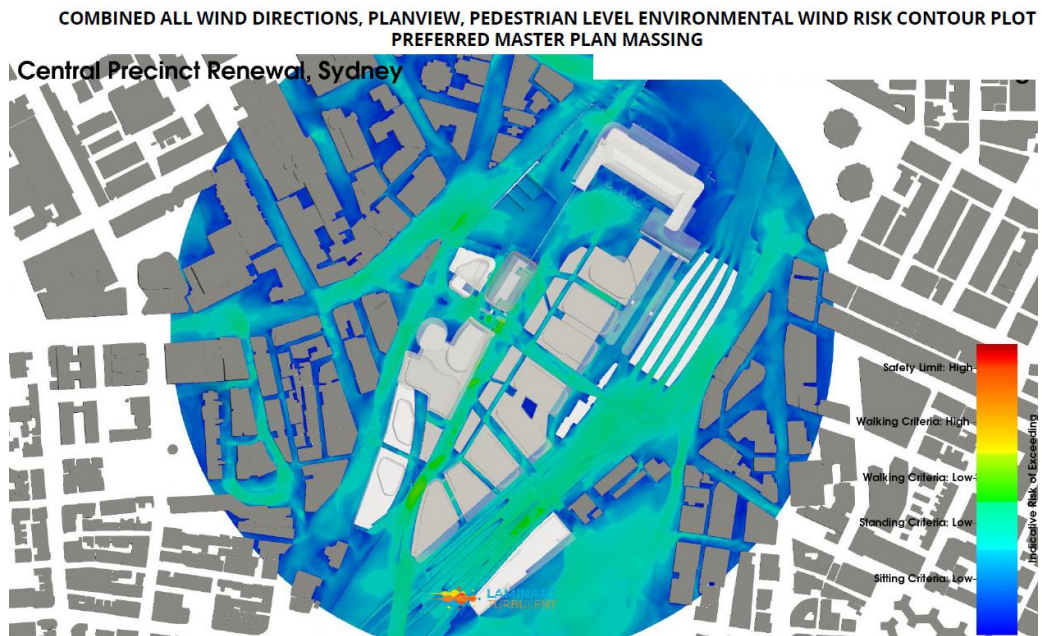


Figure 12: The proposed indicative masterplan

COMBINED ALL WIND DIRECTIONS, PLANVIEW, PEDESTRIAN LEVEL ENVIRONMENTAL WIND RISK CONTOUR PLOT
CSPS 8M TOWER SETBACK

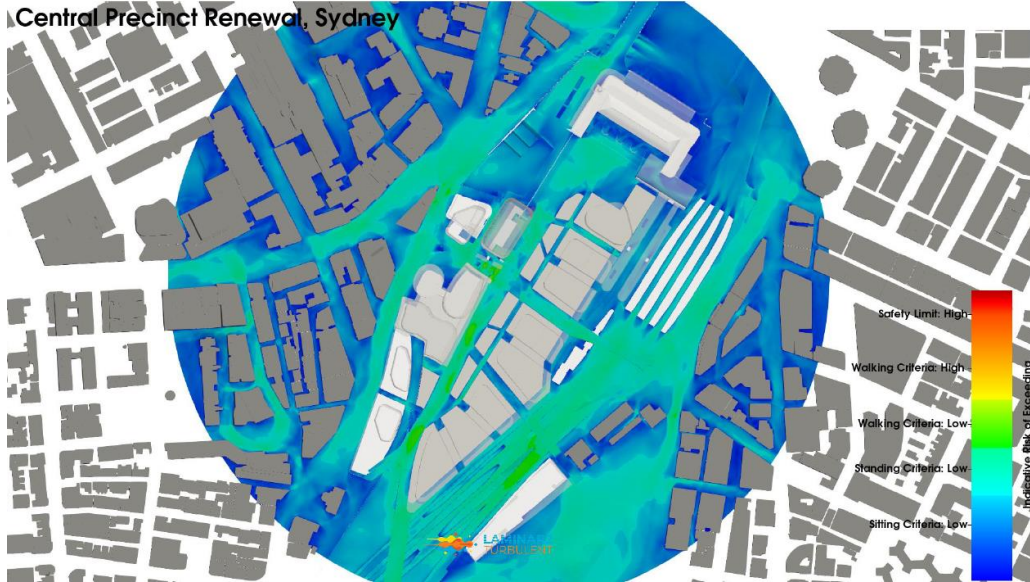


Figure 13: Applying CSPS 8m upper level setback

COMBINED ALL WIND DIRECTIONS, PLANVIEW, PEDESTRIAN LEVEL ENVIRONMENTAL WIND RISK CONTOUR PLOT
CSPS 8M TOWER SETBACK ALTERNATIVE (MATCHING GFA)

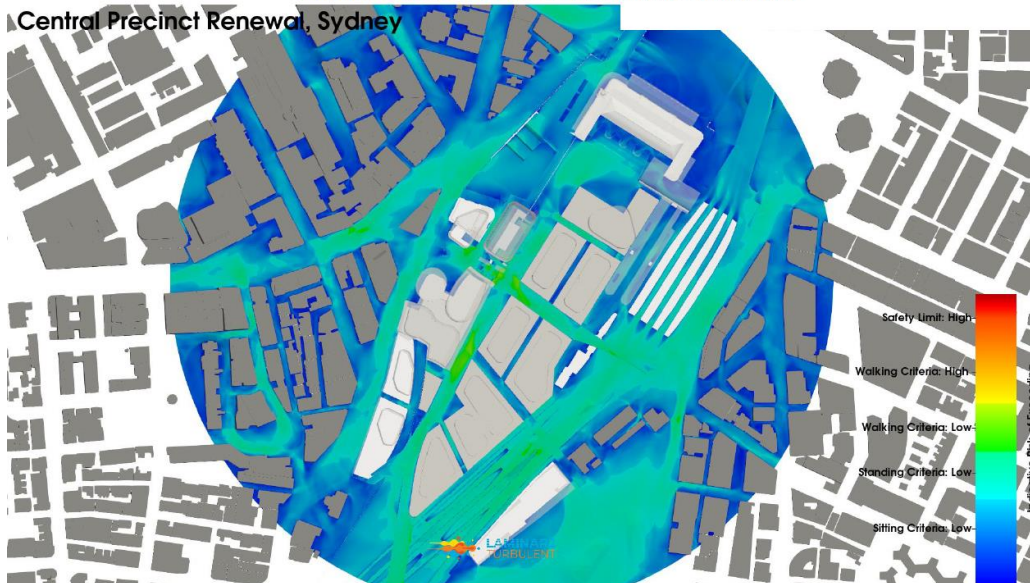


Figure 14: Applying CSPS 8m upper level setback and equivalent GFA



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