



# Design Guide

## Central Precinct - State Significant Precinct

Transport for NSW  
For exhibition | July 2022

## **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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## 1.0 Introduction

### 1.1 Name of Guide

This document is the Central Precinct Design Guide.

### 1.2 Citation

This document may be referred to as the Design Guide.

### 1.3 Commencement

The Design Guide commences on the day on which it is endorsed by the Secretary of the Department of Planning and Environment.

### 1.4 Land to which this Design Guide applies

The Design Guide applies to land shown in **Figure 1: Central Precinct land application**.

It is noted that existing active railway infrastructure and street corridors continue to operate through the Central Precinct at different levels.

**Note:** Western Gateway Sub-precinct Design Guide applies to the Western Gateway sub-precinct.

### 1.5 Purpose and status of this Design Guide

The purpose of this Design Guide is to support implementation of the Sydney Local Environmental Plan 2012 (Sydney LEP 2012) as it applies to Central Precinct by providing more detailed provisions to guide development.

It is given effect by reference in section [insert relevant section] of the Sydney LEP 2012.

This Design Guide replaces the provisions of the Sydney Development Control Plan 2012.

While this Design Guide is not a planning instrument under the Environmental Planning and Assessment Act 1979, Clause [insert relevant section] of the Sydney LEP 2012 requires the consideration of the objectives and guidance of this Design Guide as part of the assessment of any future development applications within Central Precinct.



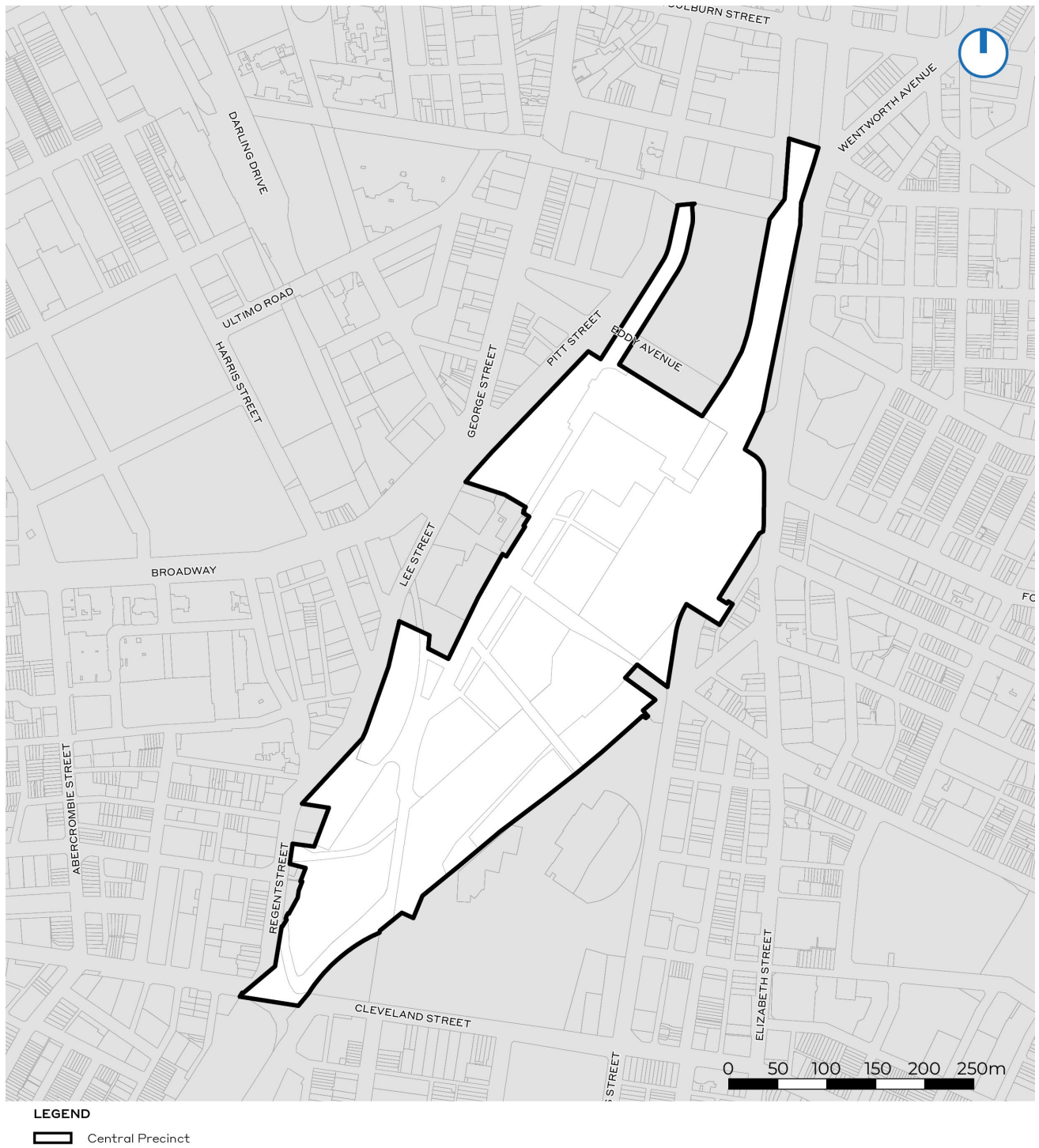


Figure 1 Central Precinct land application

## 1.6 Relationship to planning instruments and documents

The Design Guide forms part of suite of planning provisions that apply to Central Precinct. This includes Acts, Regulations and State environmental planning policies.

Relevant Acts and Regulations include:

- *Environmental Planning and Assessment Act 1979*
- *Heritage Act 1977*
- *Environmental Planning and Assessment Regulation 2000.*

Relevant State environmental planning policies include:

- State Environmental Planning Policy (Housing) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

The Design Guide is sub-ordinate to the Sydney LEP 2012 and State environmental planning policies. Where a provision of this Design Guide is inconsistent with a provision in the Sydney LEP 2012 or a State environmental planning policy, the Sydney LEP 2012 or State environmental planning policy prevails to the extent of the inconsistency.

The Design Guide makes reference to a number of other supporting strategies, frameworks, plans and other documents. These documents provide further, more detailed strategies on how objectives and guidance may be satisfied through the design excellence and development application process. These documents are:

- Central Precinct Connecting with Country Framework (Balarinji, 2022)
- Central Precinct Conservation Management Plan (Artefact, 2022)
- Central Precinct Place Strategy (Architectus, 2022)
- Central Precinct Public Art Strategy (Cultural Capital, 2022)
- Central Precinct Public Domain Strategy (Tyrrell Studio, 2022)
- Central Precinct Heritage Interpretation Strategy (Artefact, 2022).

It is noted that the intent of referencing these documents is not to provide one, specific design solution, and a range of design solutions are encouraged to be explored during the detailed design phase.

## 1.7 How to use this Design Guide

Recognising the significance, complexity and long-term timeframe of development in the Central State Significant Precinct, this Design Guide provides a performance based planning framework.

Development applications (DAs) will be assessed on their individual merit having regard to the Sydney LEP 2012, this Design Guide, other matters listed in Section 4.15 of the Environmental Planning and Assessment Act 1979 and any other adopted and relevant policies that relate to development within the Central State Significant Precinct.

The Design Guide comprises a hierarchy of provisions to guide development as follows:

1. **Vision and principles:** that outline the overall outcomes sought
2. **Sub-precincts intent and development principles:** that describe the place-specific desired future character of each sub-precinct
3. **Objectives:** that describe the objectives for key matters outlined within this Design Guide

4. **Requirements:** outlines required design outcomes to achieve the objectives for key matters
5. **Guidance:** provides guidance on how objectives on key matters can be achieved through appropriate design responses.

Development needs to demonstrate how it meets relevant objectives. The guidance provides benchmarks for how the objectives could be achieved. The guidance does not represent the only way the objectives can be achieved. Where alternative solutions to the guidance are proposed it must be demonstrated how they achieve the objectives.

## **1.8 Amendments to this Design Guide**

Any amendment to this Design Guide will require the endorsement of the Secretary of the Department of Planning and Environment.

Refer to **Schedule 4** for amendment notes to this Design Guide.

## **1.9 Interpretation**

**Schedule 1** defines particular terms used in this Design Guide. Other terms have the same meaning as the Environmental Planning and Assessment Act 1979, the Environmental Planning and Assessment Regulation 2000 and other applicable planning instruments.

## 2.0 Vision & Principles

### 2.1 Vision

The vision for the Central Precinct is as follows:

*Central Precinct is a vibrant and exciting place that unites a world-class transport interchange with innovative businesses and high quality public spaces that foster collaboration. It will connect the city at its boundaries, celebrate its heritage values and become a centre for the jobs of the future and economic growth.*

### 2.2 Principles

The principles for the Central Precinct are to:

#### Connecting with Country

1. Embed connecting with Country principles into the layout and design of the public domain, landscape and buildings, including recognising the important role of Central Station to first nations people prior to and post European contact.
2. To ensure development is guided, co-designed and informed by the Aboriginal community and their cultural knowledge and practice of caring for Country.

#### Heritage

1. Maintain the State heritage-listing of Central Railway Station Sydney Terminal Group and its individual components.
2. Respect and celebrate the heritage significance of the State heritage-listed Central Railway Station Sydney Terminal Group and its individual components and the appreciation of key heritage values including significant view lines and the extensive and prominent use of sandstone.

#### Public domain

1. Provide high quality and publicly accessible open spaces that provide high amenity environment for a variety of both passive and active uses appropriate to their location and can respond to community needs and is accessible to all.
2. To ensure publicly accessible open spaces have appropriate microclimatic conditions (i.e. sunlight and daylight access and wind) for their intended purpose.
3. Ensure the public domain provides for the continued efficient and safe operation of Central Station as Sydney's main public transport hub, and support the integration of all levels of pedestrian activity, including below ground, at ground and the new over-station level.
4. Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity, safe and accessible streets, laneways and connections that support pedestrian and cycle access across Central Precinct including to the surrounding Tech Central neighbourhood.
5. Integrate high-quality public art that is coordinated with connecting with Country objectives and heritage interpretation to create a meaningful cultural contribution to the precinct and broader city centre.

#### Transport

1. Maintain Central Station's transport role as Sydney's main transport interchange, meeting the transport needs of local, regional and international travellers.
2. To prioritise pedestrians on the OSD deck and encourage cycling, public transport and car sharing as the primary modes of travel within Central, as well as ensuring accessibility for all and embracing future changes in mobility.

### **Land use and built form**

1. Support opportunities for an intensity of primarily non-residential uses and activities that commensurate with Central Precinct's anchor role in Sydney's innovation and technology community, Tech Central.
2. Support the City's night-time economy by encouraging late night trading premises and the 24-hour economy that will contribute to the City's economic growth and standing as a global city.
3. Provide a highly urban type and scale of built form, with variation and diversity to provide for an interesting and engaging city-scape, reduce the appearance of bulk and mass and be responsive to the desired future place character of sub-precincts.
4. Provide for human scale built form between Central Avenue and the north-south laneway that provides for physical and visual separation between the eastern edge of the Western Gateway and taller buildings within Central Precinct, and provides for sky view and daylight access to Central Avenue.
5. Establish a co-ordinated process that ensures development demonstrates design excellence in architectural, urban and landscape design.

### **Urban Greening**

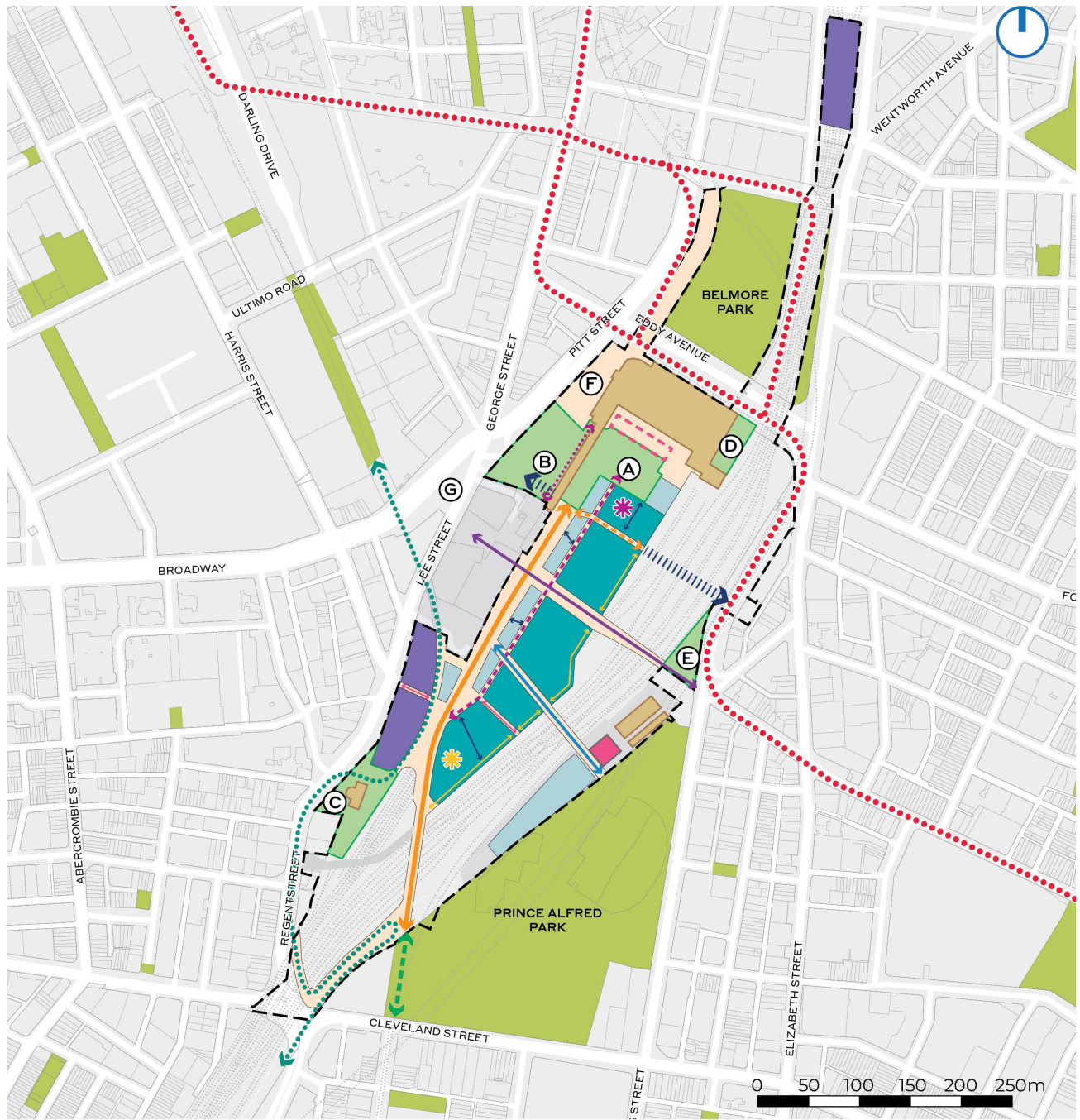
1. Establish new greening and canopy cover that is generally aligned with the City's Greening Sydney strategy that will provide shade, visual amenity, reduce urban heat, enhance biodiversity and soften the urban environment within Central Precinct.

### **Social sustainability and infrastructure**

1. Ensure social and community infrastructure is embedded within the precinct to foster a vibrant, inclusive, diverse and welcoming for all.
2. Deliver a minimum 10% of residential floorspace as affordable housing to support low to middle income households.

### **Sustainability**

1. Contribute to the NSW Government's objective of halving emissions by 2030 and achieving net zero emissions by 2050.
2. Embed environmental, economic and sustainability into fabric of the precinct, including encouraging the adoption of leading, best practice initiatives and ensuring a green, biodiverse and resilient precinct.
3. Support water positive precinct through water efficiency, preservation of non-renewable water resources and reduction in consumption of mains potable water.
4. Establish a precinct-wide servicing approach that delivers a high level of functionality and enables responsiveness to new and emerging practices, including those that contribute to carbon reduction outcomes.
5. Embed and demonstrate the principles and objectives of the NSW government Waste and sustainable materials strategy 2020 – 2041 and NSW Plastics Action Plan.



**LEGEND**

- |   |  |   |
|---|--|---|
| Central Precinct boundary                         | Central east-west laneway and bridge   | Community facility and signature building |
| Rail line   | North-south laneway                    | Signature building                        |
| Development area                                  | Northern east-west laneway             | Sub-station                               |
| Light rail line                                   | Lane                                   | Central Green                             |
| Existing open space                               | Through-block link                     | Central Square                            |
| Key Heritage item                                 | Eastern Colonnade                      | Mortuary Station Park                     |
| Publicly accessible spaces (open space)           | Goods Line to southern loop connection | Eddy Avenue Plaza                         |
| Publicly accessible spaces (Streets and laneways) | Western Connection - RL 21 Link        | Ibero-American Plaza                      |
| Major vertical circulation                        | Cleveland Street connection            | Western Forecourt                         |
| Central Avenue and George Street bridge           | Commercial low-rise building typology  | Railway Square                            |
| Central Walk                                      | Commercial tall building typology      |   |
| Devonshire Street link and bridge                 | Mixed use tall building typology       |   |

**Figure 2 Central Precinct structure plan**

### 3.0 Sub-Precinct Intent & Development Principles

The Central Precinct comprises a number of 'sub-precincts' as shown in **Figure 2: Central Precinct sub-precincts**.

This part provides statements of intent place-specific development principles for the sub-precincts. The sub-precincts are:

1. Central Station sub-precinct
2. Northern Over-Station Development sub-precinct
3. Southern Over-Station Development sub-precinct
4. Regent Street Sidings sub-precinct
5. Prince Alfred Park sub-precinct
6. Eastern Gateway sub-precinct
7. Goulburn Street Carpark sub-precinct
8. Western Gateway sub-precinct.

**Note:** The Western Gateway sub-precinct is covered by the Western Gateway Sub-precinct Design Guide.

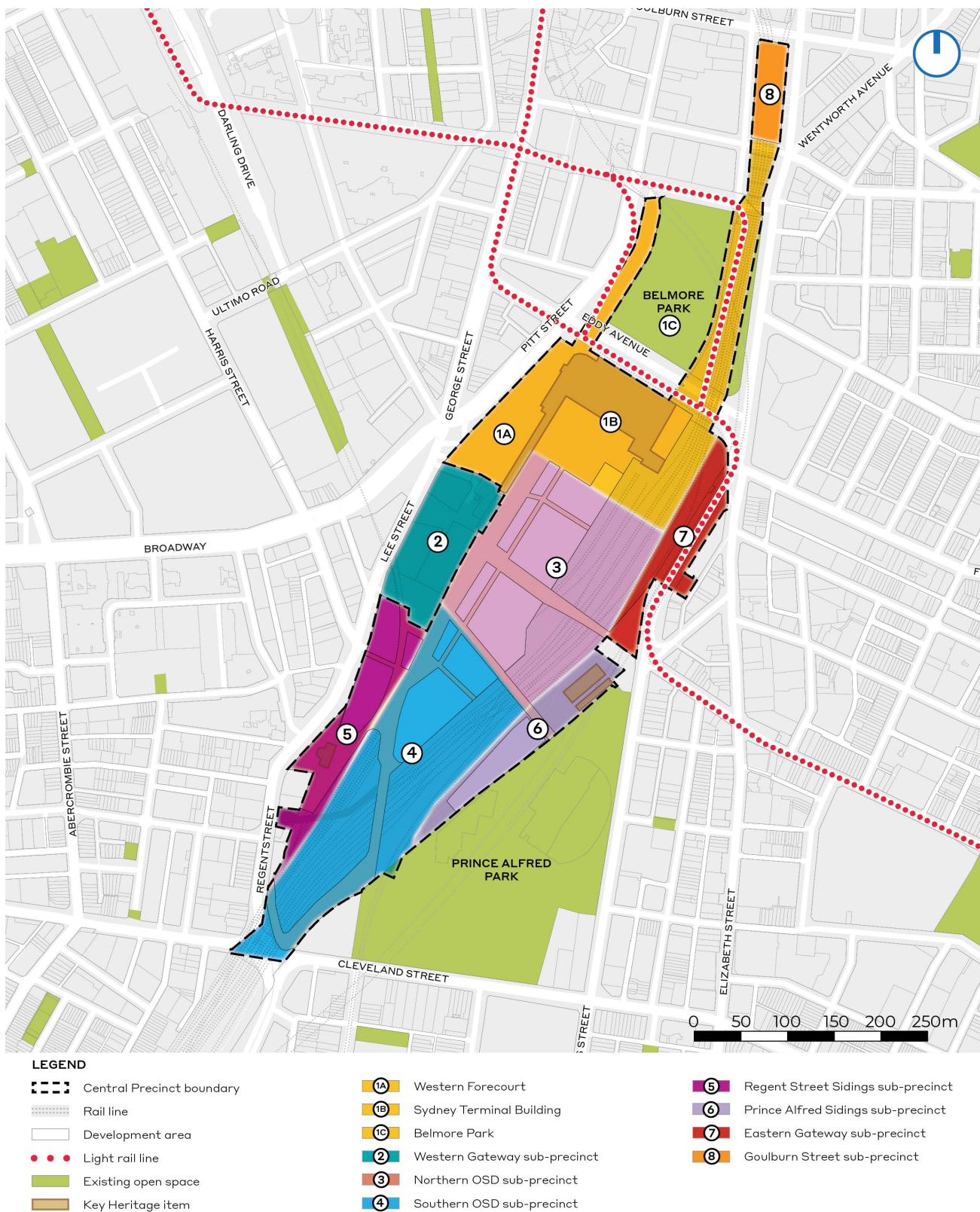


Figure 3 Central Precinct sub-precincts



### 3.1 Central Station sub-precinct

The areas of the Central Station sub-precinct are:

1. Sydney Terminal Building area
2. Western Forecourt area
3. Belmore Park area.

The development intent for the Central Station sub-precinct will be to recognise its landmark qualities and draw on the wealth of significant built fabric, spaces and its social history to create an enriched destination, be a destination for a vibrant local and global community, re-establish its civic role and retain its role as a world-class public transport interchange. The sub-precinct development principles are:

#### Sydney Terminal Building area

- Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower
- Support further integration of Central Station with the surrounding public realm by improving key entrance points to the Sydney Terminal Building, re-imagining the Eddy Avenue and Pitt Street colonnades, and enhancing the Sydney Terminal Building's interface with Eddy Avenue Plaza, the Grand Concourse and the Western Forecourt
- Reorganise the pedestrian network within the station in a manner that relieves congestion, improves accessibility and wayfinding and enhances the overall customer environment
- Adaptively re-use underutilised parts of the Sydney Terminal building for high quality retail, commercial and community uses that will enhance the existing transport uses of the station and transform it into a destination of choice.

#### Western Forecourt area

- Contribute to the vision for a Central Square as a new civic heart of southern Central Sydney that is activated at all hours, amenity rich and safe and which promotes social interaction, collaboration, and inclusion
- Establish a new public space that provides a major pedestrian connection to the new platform entrances, retains a grand entrance to the main concourse entry and creates a significant city based public space that connects the station complex to Railway Square and Haymarket
- Acknowledge the history of the Western Forecourt as a landscaped entry leading from Railway Square to the elevated Grand Concourse, defined by the West Wing of the Terminal Building, the stone wall to Pitt Street and the Parcels Post building

#### Belmore Park area

- Utilise the heritage viaducts to strengthen the north-south urban and green links across the city, enhancing visual and physical connections to the wider network of open spaces and key destinations
- Improve the interface between Belmore Park and the Sydney Terminal building across Eddy Avenue, creating a grand front door for Central Station.

### 3.2 Northern over-station development sub-precinct

The Northern OSD sub-precinct will be a mixed-use highly urban precinct and commercial hub for jobs of the future and emerging industries above the rail yards forming part of southern Central Sydney, supported by open space and cross-corridor links that reconnect into the surrounding street network.

The sub-precinct development principles are:

- Coordinate a new ground plane above operational rail land that will facilitate the extension of important connections and view corridors, particularly the Devonshire Street alignment, enabling the precinct to reconnect

into the surrounding urban fabric and the community while ensuring the ongoing function of the rail and road network

- Create a new central publicly accessible open space that helps to grow and strengthen social networks and that supports collaboration and face to face encounters through the provision of appropriate furniture and smart places infrastructure and through ensuring high levels of amenity, vibrancy, safety and comfort
- Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity, safe and accessible streets, laneways and connections that support pedestrian and cycle access across Central Precinct including to the surrounding Tech Central neighbourhood
- Create a new mixed use community that activates the precinct day and night, characterised by new commercial and enterprise uses that will be supported by entertainment, retail and cultural uses. The sub-precinct will cater to the needs of transit users, workers, visitors and the surrounding community
- Deliver a variety of buildings that sensitively respond to existing heritage items and important views, particularly the Sydney Terminal Building
- Extend Central Sydney south with taller built form located at the north and west to relate to this expansion and define a new tower cluster as proposed by City of Sydney in the Central Sydney Planning Strategy 2016-2036 while protecting solar access to existing public open spaces, particularly Prince Alfred Park.

### 3.3 Southern over-station development sub-precinct

The development intent for the Southern OSD sub-precinct is a mixed-use highly urban precinct with a commercial and education focus above the rail yards forming part of southern Central Sydney, supported by open space, recreation, cultural uses and cross corridor links that reconnect into the surrounding street network.

The sub-precinct development principles are:

- Create a variety of new open spaces that connect with and build upon the existing green grid, including plazas, green spaces and high amenity pedestrian links
- Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity streets, laneways and connections that support pedestrian and bicycle access across Central Precinct including to the Camperdown-Ultimo Collaboration Area and Prince Alfred Park and Cathedral
- Support the future expansion of Central Sydney through the provision of new employment floor space that meets future demand, particularly supporting innovation and technology businesses as part of Tech Central
- Create an authentic city centre environment that includes supporting retail, dining, entertainment, community, health and education uses, and space for small businesses, creative industries and start-ups
- Contribute to residential living within Central Sydney, such as student accommodation and build-to-rent, only where it is supplementary to the sub-precinct's primary employment and/or education function.
- Deliver new buildings that sensitively respond to existing heritage elements, in particular the Bradfield Flying Junctions and Mortuary Station, while protecting solar access to existing public open spaces, particularly Prince Alfred Park

### 3.4 Regent Street Sidings sub-precinct

The development intent for the Regent Street Sidings sub-precinct will be a mixed-use precinct anchored by Mortuary Station that interacts with and positively responds to the changing urban context of Chippendale.

The sub-precinct development principles are:

- Recognise the heritage value of Mortuary Station and the Goods Line as the earliest remaining elements of Redfern and Central
- Provide public access and create new publicly accessible space that works with the civic form and rail heritage of Mortuary Station Building

- Create new pedestrian and cycle connections through the sub-precinct that maximise access through and between Central Precinct and its surrounds. This includes the revitalisation of the unused Goods Line as a new piece of public domain for Sydney, extending the already renewed section of the line and contributing to the existing pedestrian and cycle network that links Central Sydney to the adjacent inner city suburbs
- Establish a diverse mixed-use sub-precinct that can cater for a range of complementary uses. This may include creative industry, health and education, information media and professional services, food and drink and other night-time options to support the needs of the Precinct's future workers, visitors and surrounding community in both Chippendale, Redfern, and Central Park
- Allow residential accommodation as part of mixed use development that includes active ground floor uses and where it responds to the community need and amenity associated with surrounding area
- New development should respond to the existing scale of the neighbouring area and to the unique landmark qualities, scale and setting of Mortuary Station
- Retain the bus layover within the sub-precinct, and ensure it is integrated with development.

**Note:** This sub-precinct contains the exceptionally significant Mortuary Station and Darling Harbour Dive. These two elements are the oldest structures in Central Precinct, with the Darling Harbour Dive being one of the oldest pieces of infrastructure in the NSW rail system and Mortuary Station forming a significant landmark

### 3.5 Prince Alfred Sidings sub-precinct

The development intent for the Prince Alfred Sidings sub-precinct is an attractive, lower scale western edge to Prince Alfred Park with a character that activates the park, ensures appropriate solar access, responds sensitively to heritage items of the Railway Institute Building, Prince Alfred Substation and Switch House, Whitton era railway buildings and assists in linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.

The sub-precinct development principles are:

- Retain existing heritage buildings and adapt them to new uses to ensure their continued conservation and use
- Improve Prince Alfred Park as a significant open space and an important green space for the city that supports active and passive recreational functions
- Deliver new uncovered 'open to sky' over-rail connections for pedestrian and cyclists that provide clear links across Central Precinct and facilitates improved active transport connections to Surry Hills
- Development supports a range of uses including community, commercial (retail, food and drink and office) and strengthens the active recreation function of the western edge of Prince Alfred Park through the extension of active recreational areas at the ground plane
- Facilitate low-scale well-considered development that presents an attractive and activated edge with active recreation and retail uses on the Ground level frontage to Prince Alfred Park and which sensitively responds to the park, particularly in relation to solar access, amenity and key views
- Extend the green landscaped nature of Prince Alfred Park by encouraging design that contributes to the sub-precinct's park setting, enhances pedestrian amenity and improves local biodiversity.

### 3.6 Eastern Gateway sub-precinct

The development intent for the Eastern Gateway sub-precinct will be the eastern entry to Central Precinct that will respond to the unique character of Surry Hills.

The sub-precinct development principles are:

- Create a more attractive and functional eastern edge to Central Precinct characterised by better defined station entrances, new east west connections and enhanced pedestrian amenity
- Deliver a renewed public domain that supports a safe, clear and efficient interchange between the station and other modes of transport, including light rail and bus services

- Restitch and reintegrate Central Precinct into the adjacent street and lane network, building on the vibrant intimately scaled network of businesses and uses that serve the local community
- Ensure the public domain effectively addresses the changing ground levels from footpath level to any potential future development above the rail yards
- Provide opportunities for smaller scale retail and cafes.

### **3.7 Goulburn Street sub-precinct**

The development intent for the Goulburn Street sub-precinct is an urban block of development with a character that responds to the existing site challenge of the operation rail below, integrates and activates the adjoining public domain and provides a new high quality edge to Goulburn Street.

The sub-precinct development principles are:

- Re-imagine the city block in a manner that better interfaces with the surrounding streets, including improved street activation and pedestrian connections at the ground plane
- Provide opportunities for mixed use development including commercial office space, retail and residential accommodation
- Deliver a design outcome that appropriately responds to the intersection of Elizabeth Street, Wentworth Avenue and Campbell Street
- Deliver larger scale development that reflects the sub-precinct's Central Sydney location, and which can overcome the design and development challenges presented by the underlying operational rail land.

## 4.0 Connecting with Country

### Value statement

Country is not a Western concept; it is an Aboriginal worldview. It is nature at a deeper level, where all things are interconnected and the spiritual underlies the physical. The Aboriginal sense of Country is that past, present and future are not confined by time, they merge into a continuum. Aboriginal thinking therefore embraces what was on Country before, what is there now and what might come back or evolve in the future. It is about a continuum of place too, where borders and boundaries are open to culture crossing Country, and where stories interconnect with surrounding Peoples.

Country commands care and respect. Respect between people, animals, plants and earth is required to keep Country healthy so Country can care for and sustain life. Aboriginal principles for sustaining Country are embedded in language, stories and Songlines which all reflect physical and spiritual understandings of the land. The diversity of traditional language groups, stories and Songlines reflects the diversity of Country's landforms and ecosystems. The significance of ceremony and lore between language groups ensures caring for Country principles and responsibilities to Country are shared across Australia. All things belong to Country, Country does not belong to anyone.

The Central Precinct Renewal Project Connecting with Country Framework is intended to assist government infrastructure planners, architects and wider design and project teams to understand and implement Connecting with Country principles specific to this Precinct. It aims to provide the project with a basis for co-designing with Country, through embedding continuing local Aboriginal engagement in processes and outcomes. The framework addresses the two-fold intention of GANSW Framework:

1. **Design that places local Aboriginal stakeholders at its centre:** *We will respect the diversity of Aboriginal cultures, but we will prioritise the local, place-specific cultural identity of the Country we're working on. Aboriginal people will determine the representation of their cultural materials, customs and knowledge, and*
2. **Benefits to Country, and its Traditional Custodians:** *We will prioritise financial and economic benefits to the Country where we are working, and by extension to the Traditional Custodians of that Country.*

Importantly, this Framework is intended to be an iterative, living document over the life of the project. It recommends continuing to seek local Aboriginal community voices, perspectives and know-how for Connecting with Country, through best practice co-design methodologies.

There are many Aboriginal cultural groups who identify with the Central Precinct, along with the Local Custodians, the Gadigal. Inner Sydney is a place with a diverse Aboriginal population from around the Country. Tangible and intangible Aboriginal heritage and a rich contemporary culture live in this precinct. Listening, restoring, educating and acknowledging are some of the complementary tools the Connecting with Country Framework describes.

Connecting with Country embraces a co-design intention that is based on deep engagement with Aboriginal stakeholders and community endorsed creative practitioners local to place. It aims to activate an authentic voice to draw out knowledge, protocols, history, culture and the contemporary stories of Aboriginal communities, for co-designed interpretation from the beginning to the end of projects. The objective is transformational design thinking informed by the Aboriginal worldview.

### Related planning documents

The objectives and guidance contained in this section should be read in conjunction with the following planning documents:

- 'Central Precinct Connecting with Country Framework', Balarinji, 2021
- 'Better Placed, Connecting with Country Draft Framework', Government Architect NSW, 2020
- 'Our Place on Country Aboriginal Outcomes Strategy 2020–23' (NSW Government, 2020)
- 'Opportunity, Choice, Healing, Responsibility, Empowerment (OCHRE) Plan' (NSW Government, 2013)

Term	Definition
<b>Country</b>	includes land, waters, and sky. It can be tangible or intangible aspects, knowledge and cultural practices, belonging and identity, wellbeing and relationships. People are part of Country' (Government Architect NSW & Dr Danièle Hromek, 2020)

## 4.1 Connecting with Country strategy

### Objectives

- a) To ensure development:
  - i. is guided, co-designed and informed by the Aboriginal community and their cultural knowledge and practice of caring for Country
  - ii. supports the health and wellbeing of Country
  - iii. creates a welcoming and safe place for the Aboriginal community that strengthens Aboriginal identity
  - iv. values and respects Aboriginal knowledge and stories
  - v. connects areas of cultural significance to the Aboriginal community
  - vi. provides ongoing benefits for Aboriginal people through renewal of Central Precinct
- b) To reconnect with natural landscape including topography and native vegetation and caring for Country

### Guidance

1. Development applications are accompanied by a Connecting with Country Strategy that demonstrates how the 'Central Precinct Connecting with Country Framework' (May 2022) prepared by Balarinji has informed physical design, in particular consideration of how development responds to the following themes:
  - a. reconnecting Redfern & Sydney Harbour
  - b. a connection to sky Country and cosmology
  - c. a meeting place
  - d. connecting to Country through layers of sandstone
  - e. replacing landmarks of Country
  - f. the legacy of Sydney Trains
  - g. acknowledging and healing
  - h. biodiversity & restoring the sounds of Country.

**Note:** TfNSW maintains a copy of the 'Central Precinct Connecting with Country Framework'
2. Guided by the 'Central Precinct Connecting with Country Framework' prepared by Balarinji (May 2022) prepared by Balarinji, development provides for the following key connecting with Country opportunities:
  - a. immersive welcome to Country artwork through promotion of living cultural practices
  - b. Platform 1
  - c. the Dune Garden and Sand Circle
  - d. six seasons planting
  - e. sky Country artwork
  - f. 'Tracks and Trade-ways' in the 'Tracks to Connection' public art opportunity.
3. The design of Central Green:
  - a. provides for a welcoming place for the Aboriginal community
  - b. is in collaboration with the local Aboriginal community to connect to a deep sense of time and place

- c. references the natural sand dune landscape of Central Precinct and southern Sydney and its associated wetland landscapes.
4. Landscaping incorporates locally endemic planting species in accordance with **Schedule 2: Species Index** of this Design Guide.
5. Water management infrastructure and processes are responsive to Country and prioritise natural solutions that enhance overall waterway systems condition, function and connections.
6. Development that provides for connecting with Country opportunities is to recognise the Indigenous Cultural and Intellectual Property protocols.

## 4.2 Engagement with the Aboriginal community

### Objectives

- a) To ensure development is guided and informed by the Aboriginal community and their cultural knowledge and practice of caring for Country.

### Guidance

1. Engagement with the Aboriginal community is required to seek community views:
  - a. on whether the proposed development impacts on existing or recent spaces or activities on the site, or on surrounding properties, that are important for the Aboriginal community
  - b. on whether the proposed development impacts on the wider context of the Precinct being a place of belonging and pride for Aboriginal people
  - c. on how the development may best maximise the presence, visibility and celebration of Aboriginal people, organisations, businesses and living cultures.
2. All engagement is to be carefully designed to:
  - a. be undertaken in a sensitive and culturally appropriate manner
  - b. provide meaningful opportunities for participation
3. Engagement is undertaken with all relevant groups that may be affected by the proposal, including Traditional Custodians, the local Aboriginal community and key Aboriginal stakeholders who have a connection with the precinct
4. Engagement activities are to be designed and led by Aboriginal-owned consultation advisories or by an organisation with Aboriginal consultation experience.
5. Development applications are to be supported by an 'Aboriginal Engagement Report' that outlines:
  - a. pre-lodgement engagement activities
  - b. the outcomes of engagement
  - c. measures to address issues and concerns raised in engagement.
6. Development is to implement the recommendations of the 'Aboriginal Engagement Report' where they:
  - a. have evidence of broad support from those engaged
  - b. are within the capacity of the development to deliver
  - c. are commensurate with the scale of the development.

## 4.3 Acknowledging and celebrating Aboriginal language

### Objectives

- a) To enhance and strengthen Aboriginal connection to place through acknowledging Aboriginal language

## Guidance

1. Development is to provide opportunities to name publicly accessible spaces and provide wayfinding signage in local traditional language or implement dual naming  
**Note:** for Aboriginal naming and dual naming, the proponent is to consult with the NSW Geographical Names Board, local language subject matter experts and with Aboriginal stakeholder groups
2. Where Aboriginal naming is adopted, consideration is to be given to providing physical material that outlines the pronunciation and history behind the Aboriginal name, where appropriate and agreed to by relevant Aboriginal stakeholders  
**Note:** depending on the result of Aboriginal engagement, signage may need to display multiple spelling and pronunciation of an Aboriginal name or word

## 4.4 Aboriginal heritage interpretation

### Objectives

- a) To create engaging and appropriate Aboriginal heritage interpretation that is responsive to culture and Country.

### Guidance

1. Development applications are to be accompanied by a Heritage Interpretation Strategy that demonstrates consideration of the 'Central Precinct Heritage Interpretation Strategy' (Artefact, 2022), addresses Aboriginal cultural heritage and provides opportunities for heritage interpretation media which are:
  - a. responsive to culture and Country
  - b. co-designed with Aboriginal knowledge holders
  - c. integrated within the landscaping and built form.
2. Aboriginal heritage interpretation is to recognise the Indigenous Cultural and Intellectual Property protocols.

## 4.5 Cultural infrastructure

### Objectives

- a) To provide for cultural practices and connection to Country through cultural infrastructure

### Guidance

1. Development provides for cultural infrastructure that meet the needs of the local Aboriginal community, which may include dedicated places in publicly accessible areas or community facilities for cultural practice, learning and play and places for sharing culture
2. Development provides opportunities for acknowledging and celebrating Aboriginal living cultures through art, performance, architecture, landscaping and other creative expression
3. Cultural infrastructure is to be developed and coordinated within the site's broader context, and is to consider:
  - a. ground level connections to Prince Alfred Park
  - b. existing and future Aboriginal cultural projects within the broader urban and strategic contexts of Redfern North Eveleigh, Tech Central, and Central Sydney
4. Any proposed cultural infrastructure intended to meet the needs of the local Aboriginal community is to be co-designed with Traditional Custodians, the local Aboriginal community and key Aboriginal stakeholders who have a connection with the precinct.



## 5.0 Public Domain

### Value statement

The objectives and guidance in this section describe design outcomes and requirements for the treatment of the public domain and publicly accessible spaces within Central Precinct. These requirements cover existing and proposed publicly accessible open spaces and the configuration and types of movement spaces within the precinct which aim to deliver high quality public domain outcomes.

Public spaces within the Central Precinct are categorised by the following:

- **Publicly accessible spaces (open space):** This refers to publicly accessible open space within the Central Precinct that is owned and managed by either Transport for NSW or the relevant leaseholder, and which is within the area identified in **Figure 4: Publicly accessible spaces**.
- **Publicly accessible spaces (streets and laneways):** This refers to publicly accessible streets and laneways within the Central Precinct that is owned and managed by either Transport for NSW or the relevant leaseholder, and which is within the area identified in **Figure 4: Publicly accessible spaces**.
- **Public domain:** This refers to all other areas that are not identified in **Figure 4: Publicly accessible spaces** in which access to and use of spaces is available for any member of the public. Public domain typically includes parks, plazas, footpaths and streets. Public domain elements of the City are typically dedicated and controlled by the City of Sydney.

### Related reference documents

The objectives and guidance contained in this section should be read in conjunction with the following documents:

- Public Art Strategy (Cultural Capital, 2022)
- Public Domain Strategy (Tyrrell Studio, 2022)

## 5.1 Publicly accessible spaces - General

### Objectives

- a) Development provides an integrated, functional, comfortable and attractive public domain and publicly accessible space network comprising places with movement and place functions and that:
  - i. provides a cohesive yet multi-functional public domain that comprises a variety of individual places, each with a clear and distinct function, including opportunities for passive recreation, active recreation and informal interaction
  - ii. seamlessly connects with the adjoining public domain outside Central Precinct
  - iii. maximises safety for all at all times of the day and night
  - iv. encourages Aboriginal inclusion, comfort and access in the design and operation of publicly accessible space
  - v. reflects the highest standards of design consistent with the role of Central Precinct as Sydney's main transport hub.

### Guidance

1. Publicly accessible spaces are provided in accordance with **Figure 4: Central Precinct publicly accessible spaces**
2. Publicly accessible spaces are to be designed to:
  - a. be publicly accessible 24 hours a day and 365 days of the year
  - b. be safe and accessible to all
  - c. provide a clear line of sight between publicly accessible spaces

- d. be easily identified by users and include wayfinding signage advising of the publicly accessible status of the link and the places to which it connects.
3. Development applications that propose new publicly accessible spaces are accompanied by a Public Domain Plan that demonstrates consideration of the Central Precinct Public Domain Strategy and provides detail on:
  - a. trees and other vegetation
  - b. paving and other hard surfaces
  - c. lighting
  - d. seating
  - e. bicycle parking spaces for share bikes and visitors
  - f. bins
  - g. signages, including wayfinding signs
  - h. public art
  - i. heritage interpretation.
4. Development is to consider Aboriginal inclusion, comfort and access in the design and operation of publicly accessible space, including building forecourts, through-site links, retail spaces and hospitality venues.
5. Development applications are supported by a 'Wayfinding Strategy' that:
  - a. enables pedestrians and cyclists to understand their journeys and find their way about in publicly accessible spaces and at street level with ease and confidence
  - b. applies a consistent design of the signage elements
  - c. reinforces perceptions of safety and legibility
  - d. clearly define the uses of a building
  - e. is accessible to people with a vision impairment or persons who speak a language other than English
  - f. incorporates the use of local traditional language or implement dual naming
  - g. considers the Legible Sydney Design Manual (CoS, 2019).

**Note:** for Aboriginal naming and dual naming, the proponent is to consult with the NSW Geographical Names Board, local language subject matter experts and with Aboriginal stakeholder groups.
6. The location of exhausts and servicing infrastructure associated with rail corridor operations below the OSD deck are encouraged to avoid publicly accessible spaces and the public domain and are to be integrated into the design of buildings, subject design feasibility.

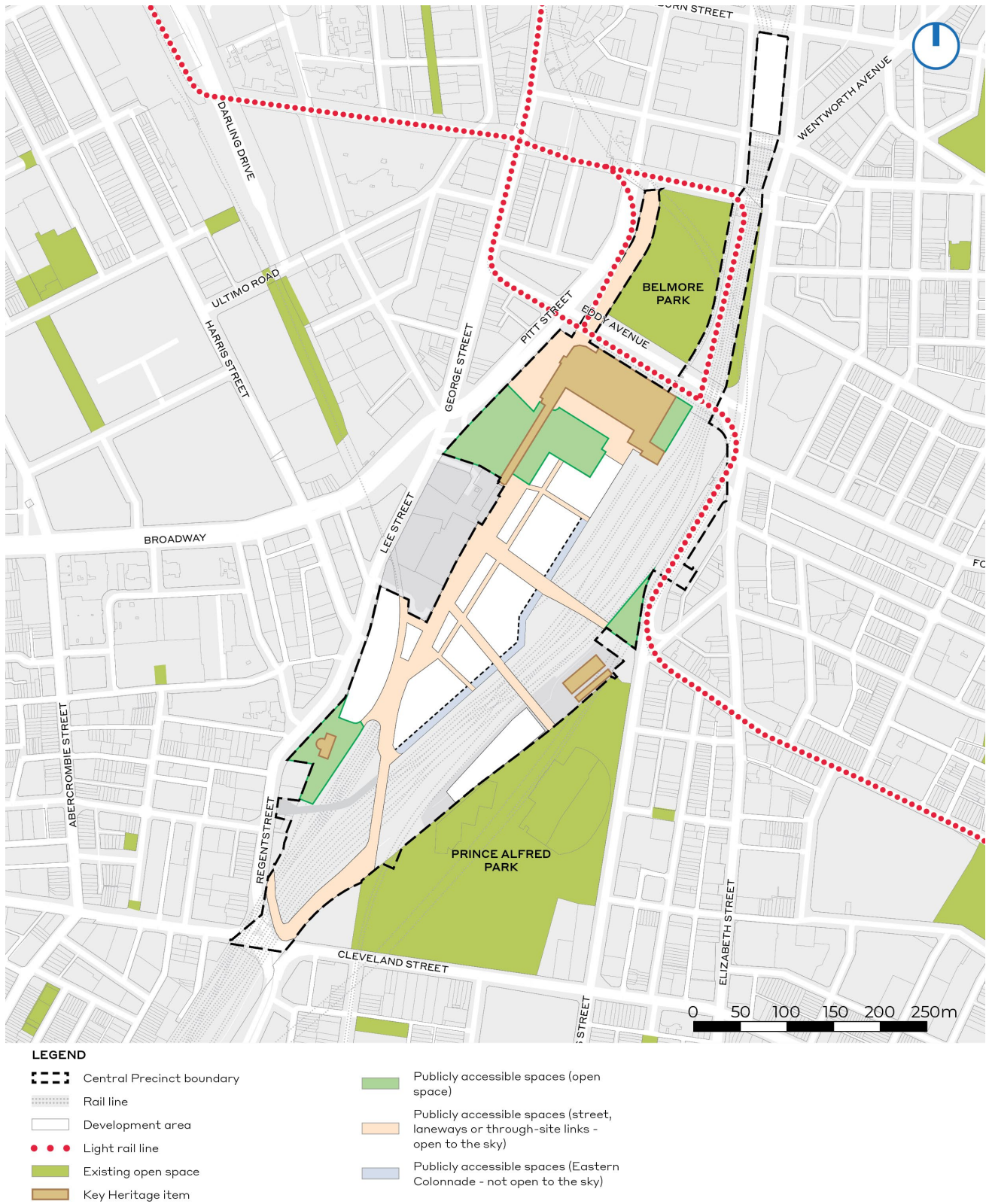


Figure 4 Central Precinct publicly accessible spaces

## 5.2 Streets, lanes and pedestrian network

### Objectives

- a) To establish a high quality, integrated, permeable and accessible network of streets, lanes and pedestrian spaces that perform movement and dwell functions and:
  - i. is aligned with key pedestrian desire lines
  - ii. has generous widths to accommodate the current and future anticipated peak hour pedestrian flows
  - iii. is designed to incorporate opportunities for respite and pause away from primary pedestrian flows
  - iv. seamlessly connects with the adjoining public domain outside Central Precinct
  - v. creates a pedestrian priority public domain that also caters for cyclists and provides for limited and managed vehicles access and circulation in appropriate locations
  - vi. caters for a diversity of people of all ages and abilities, and including for workers, residents, commuters and visitors
  - vii. creates a welcoming and safe place for the Aboriginal community
  - viii. embeds Connecting with Country principles into layout and design, including recognising the important role of Central Precinct to first nations people prior to and post European contact
  - ix. is integrated with adjoining built form and supported by active frontages, where appropriate
  - x. is designed to support access for people of all abilities equitably throughout the Central Precinct
- b) To support the capability of Central Avenue to serve a range of user types, including pedestrians, cyclists and outdoor dining opportunities.
- c) To establish an integrated vertical circulation network that comprises lifts, stairs and other devices that:
  - i. efficiently, comfortably and safely moves people between levels within Central Precinct
  - ii. provides for the forecast large volumes of people who will use Central Precinct, and in particular Central Station
  - iii. encourages people to access over-station development, in particular Central Square
  - iv. provides for universal access.
- d) To create a pedestrian focussed Railway Square that is integrated with the Western Gateway sub-precinct.
- e) To create a pedestrian priority public domain that also caters for cyclists and provides for limited and managed vehicles access and circulation in appropriate locations.

### Guidance

1. The location of the streets, lanes and pedestrian network is in accordance with **Figure 5: Central Precinct streets, lanes and pedestrian network**.
2. The layout and design of the streets, lanes and through-block links is in accordance with **Table 1: Central Precinct guidelines for movement network areas**.
3. Access for pedestrians to Central Precinct is direct and legible, with access points that are highly visible from main approaches including Prince Alfred Park, Belmore Park and Eddy Avenue, Railway Square and Lee Street, and Chalmers Street.
4. Pedestrian connections between the over station development, the Western Gateway sub-precinct, the Prince Alfred Park sub-precinct and the Regent Street Sidings sub-precinct are accessible, intuitive, easy to navigate and suitable for people of all abilities.
5. Major vertical circulation measures, such as lifts, escalators and stairs, are provided in accordance with **Figure 5: Indicative streets, lanes and pedestrian network**.

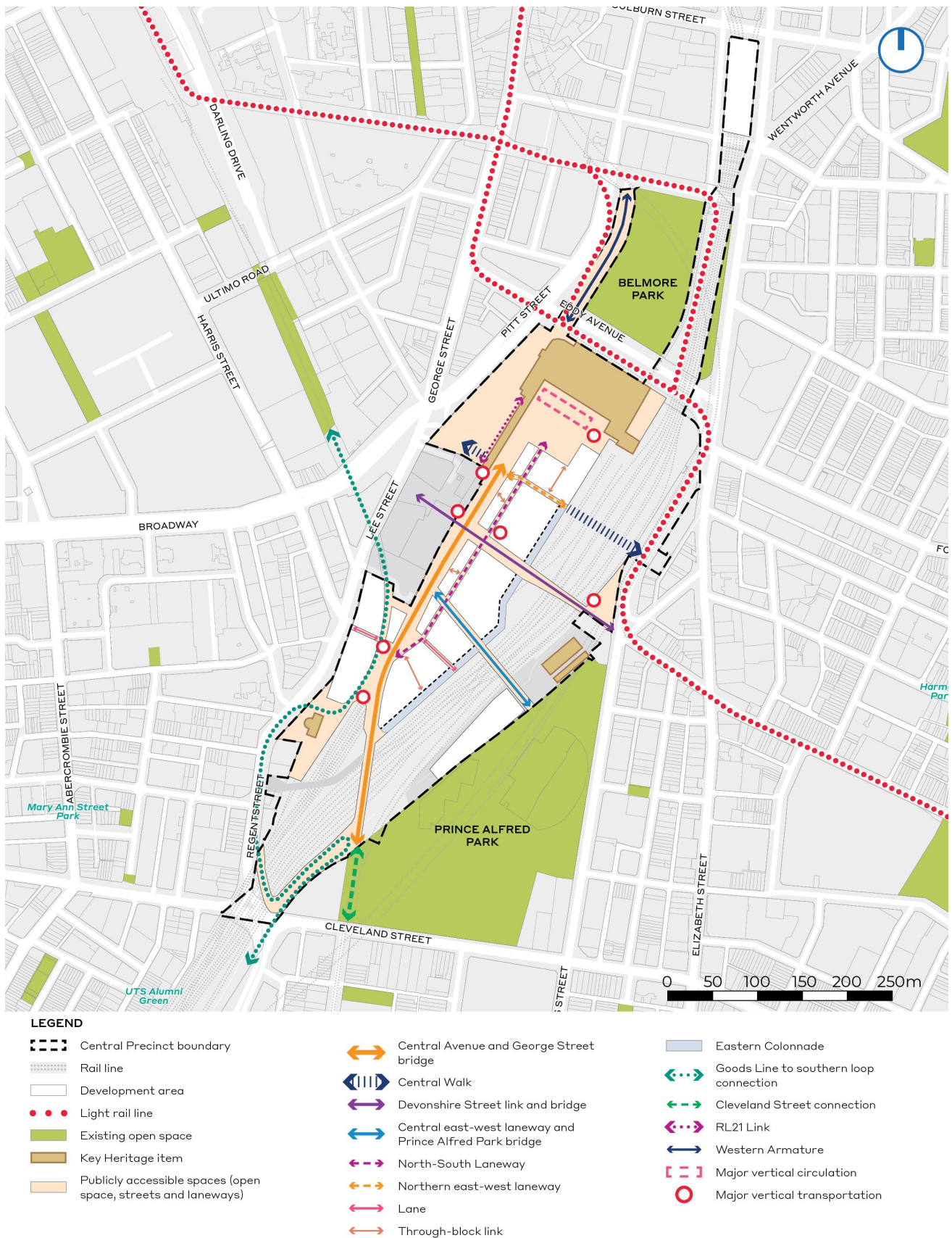


Figure 5 Central Precinct streets, lanes and pedestrian network



**Figure 6** Indicative photomontage of Central Avenue viewing toward Sydney Terminal Building Clocktower



**Figure 7** Indicative photomontage of junction between Central Avenue and George Street Bridge



Figure 8 Indicative photomontage of the Goods Line



Figure 9 Indicative photomontage of George Street Bridge

**Table 1 Central Precinct guidelines for movement network areas**

Name and type	Requirements	Guidelines
<p><b>Central Avenue Street</b></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>15m - 24m</b>, including:                             <ul style="list-style-type: none"> <li>– Pedestrian zone – 2m</li> <li>– Shared path for pedestrians, cyclists and emergency/service maintenance vehicles (one-way) – 4m</li> <li>– Dwell / landscaping zone – 12m</li> <li>– Landscaping zone – 6m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• As per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> </ul>	<p><b>General</b></p> <ul style="list-style-type: none"> <li>• Alignment is to respond to the position of the clocktower providing new key landmark views to the clocktower which are to be curated through the careful positioning of trees</li> <li>• Western edge of Central Avenue to primarily serve as movement space for pedestrians, cyclists and emergency vehicles</li> <li>• Eastern half is pedestrian dwell space and dining space (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Shared cycle/pedestrian zone is designed to encourage appropriate cyclist behaviour to mitigate potential user conflict between cyclists and pedestrians</li> <li>• Emergency and service vehicle movement is accommodated along the avenue as a shared space along the western edge</li> <li>• Is to be lined with active edges and create opportunities for natural surveillance to the avenue</li> <li>• Provides a sequence of gardens along the avenue</li> <li>• Is to be designed to allow for a western connection that is aligned with the Devonshire Link to Henry Deane Plaza (as part of the Western Gateway sub-precinct)</li> </ul> <p><b>Southern Central Avenue (Southern Plaza)</b></p> <ul style="list-style-type: none"> <li>• Provides a southern arrival and meeting space (Southern Plaza) when coming from Redfern and a key transition to Redfern when coming from the city. This is an important location in the Connecting with Country strategy as it is sited to establish an ideal place for a Welcome to Country. The future design of this space is to integrate public art, space to practice culture that aims to the establish a Welcome to Country to both Central and Redfern</li> <li>• Provides an amphitheatre like dwell space a southern arrival and meeting space (Southern Plaza) which incorporates seating and a viewing platform to the rail lines, Mortuary Station Building and Redfern (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Provides a dwell space situated alongside the community and education buildings toward the southern end of Central Avenue</li> <li>• Integrates rainforest species to create a green character in an area with low sunlight. Slender rainforest species, such as Cabbage Tree Palms, should be used to create a densely green character with open sky views</li> </ul>
<p><b>Grand Concourse Stairs</b> <i>Vertical connection</i></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>60m</b></li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• As per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> </ul>	<ul style="list-style-type: none"> <li>• Major vertical connection between Central Station Terminal Building (and Quantum Terminal / new tech hub) and the OSD deck</li> <li>• Part of re-imagining the Grand Concourse as a civic outdoor room, and connecting the OSD with the street through a series of landscape terraces</li> <li>• Opportunity for Sky Country element or artwork to be integrated into the design of the new stairs</li> <li>• Designed to be a place within the station precinct to wait for trains or meet people - somewhere welcoming, with planting, places to sit (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Concourse extension to the south made possible through moving platforms south</li> </ul>



Name and type	Requirements	Guidelines
<p><b>Western Armature Street</b></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>22.5m</b>, including:                             <ul style="list-style-type: none"> <li>– Light rail carriageway – 6.5m</li> <li>– Pedestrian path – 4m</li> <li>– Vehicle carriageway (coaches, taxis, ride share and emergency vehicles) – 12m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• Fixed as per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> </ul>	<ul style="list-style-type: none"> <li>• Primarily a movement corridor for public transport, point-to-point services, cyclists and pedestrians to connect from Western Forecourt to Pitt Street</li> <li>• Incorporates clear wayfinding signage to access multiple transport modes (light rail, heavy rail, metro, coaches) from this location</li> <li>• Shared cycle/pedestrian zone is designed to encourage appropriate cyclist behaviour to mitigate potential user conflict between cyclists and pedestrians</li> </ul>
<p><b>Western Connection at RL 21 (RL 21 Link) Through-site link</b></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>5.9m</b>, including:                             <ul style="list-style-type: none"> <li>– 4.5m shared path for pedestrians only</li> <li>– 1.4m skylight zone adjacent to the west wing of the Central Terminal Building</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• Elevated at RL 21 along west wing of the Central Terminal Building as per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> </ul>	<ul style="list-style-type: none"> <li>• Provides the efficient movement of pedestrians between the Western Gateway sub-precinct and the Western Forecourt in a manner that respects the heritage significance of Central Station</li> <li>• Adequate space available on the RL21 link for heritage engagement with the building (light wells and raised external walkway)</li> <li>• RL21 is connected to the west wing of the Central Terminal Building, referencing the original arrangement of crescent-shaped lightwells above each window</li> <li>• Retains the pavement lights at RL21</li> <li>• Retains the cellular structure of internal rooms, with adaptive reuse for activation where possible</li> <li>• Interpretation of the rooms previous uses as part of adaptive reuse</li> <li>• Is to make use of existing openings as much as possible, with minimal new openings to enable adaptive reuse where appropriate</li> <li>• Retains a landing outside the floor level of the lower ground floor rooms at 16.15</li> <li>• Materiality of the link is to comprise of reused bricks from the Ambulance Avenue retaining wall</li> </ul>
<p><b>Devonshire Link Street</b></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>20m</b>, including:                             <ul style="list-style-type: none"> <li>– Two shared paths for pedestrians, cyclists – 2 x 3m</li> <li>– Dwell / landscaping zone – 6m</li> <li>– Two outdoor dining zones – 2 x 4m</li> </ul> </li> </ul> <p><b>Height</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• Fixed as per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> </ul>	<ul style="list-style-type: none"> <li>• Establishes an important arrival point at the intersection between the Central Avenue and Devonshire Link, and the arrival point of the Express escalators from Central Walk</li> <li>• Is to be designed to allow for a western connection to Henry Deane Plaza (as part of the Western Gateway sub-precinct)</li> <li>• Is to be lined with active edges and create opportunities for natural surveillance to the street</li> <li>• Provides outdoor dining opportunities along ground floor frontages (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Provides seating for passive recreation (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Character of tree planting references the street tree planting of Devonshire St, and responds to the solar conditions of an east-west city street.</li> <li>• Shared cycle/pedestrian zone is designed to encourage appropriate cyclist behaviour to mitigate potential user conflict between cyclists and pedestrians</li> </ul>

Name and type	Requirements	Guidelines
<p><b>North-south laneway</b> <i>Lane</i></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>6m</b>, including:                             <ul style="list-style-type: none"> <li>– Pedestrian zone – 3m</li> <li>– Two outdoor dining zones – 2 x 1.5m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• As per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> <li>• Location may vary within Lane zone of variation area identified in the Public Domain Overlay Map of the Sydney LEP 2012</li> </ul>	<ul style="list-style-type: none"> <li>• Designed to have a clear line of sight between publicly accessible spaces at each end, or to potential courtyard space</li> <li>• Considers opportunities for small-scale courtyard space of 10x10m at change in direction / alignment, that provides opportunities (subject to wind conditions - refer to <b>Section 6.3</b>) for:                             <ul style="list-style-type: none"> <li>– seating for passive recreation</li> <li>– increased outdoor dining</li> <li>– public art installations</li> </ul> </li> <li>• Provides outdoor dining opportunities along ground floor frontages (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Is to be lined with active edges and create opportunities for natural surveillance to laneway</li> </ul>
<p><b>Northern East-West laneway</b> <i>Lane</i></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>6m-8m</b>, including:                             <ul style="list-style-type: none"> <li>– Shared path for pedestrians and emergency / service maintenance vehicles (one-way) – 5m</li> <li>– Two outdoor dining zones – 2 x 1.5m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• As per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> <li>• Location may vary within Lane zone of variation area identified in the Public Domain Overlay Map of the Sydney LEP 2012</li> </ul>	<ul style="list-style-type: none"> <li>• Is to be lined with active edges and create opportunities for natural surveillance to laneway</li> <li>• Provides outdoor dining opportunities along ground floor frontages (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Provides seating for passive recreation (subject to wind conditions - refer to <b>Section 6.3</b>)</li> </ul>
<p><b>Central East-West laneway</b> <i>Lane</i></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>12m</b>, including:                             <ul style="list-style-type: none"> <li>– Pedestrian zone – 3m</li> <li>– Dwell / landscaping zone – 6m</li> <li>– Two outdoor dining zones – 2 x 1.5m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• As per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> <li>• Location may vary within Lane zone of variation area identified in the Public Domain Overlay Map of the Sydney LEP 2012</li> </ul>	<ul style="list-style-type: none"> <li>• Is to be lined with active edges and create opportunities for natural surveillance to laneway</li> <li>• Provides outdoor dining opportunities along ground floor frontages (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Provides seating for passive recreation</li> </ul>

Name and type	Requirements	Guidelines
<b>Eastern Colonnade Lane</b>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>9m</b>, including: <ul style="list-style-type: none"> <li>– Shared path for pedestrians and emergency / service maintenance vehicles (one-way) – 5m</li> <li>– Cycle path zone (bi-directional) – 2.5m</li> <li>– Edge and column zone – 1.5m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Vertical clearance of 11m</li> </ul> <p><b>Length</b></p> <ul style="list-style-type: none"> <li>• Maximum continuous under-cover length of 65m</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• Fixed as per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> </ul>	<ul style="list-style-type: none"> <li>• Primarily a movement space for pedestrians, cyclists and emergency / service maintenance vehicles</li> <li>• Provides a safe pedestrian and cycle connection between George Street Bridge to Block A</li> <li>• Lined with a range of small and larger tenancies</li> <li>• Incorporates public art opportunities</li> </ul>
<b>Laneway (General) Lane</b>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>6m</b> for pedestrians only</li> </ul> <p><b>Height</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• As per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> <li>• Location may vary within Lane zone of variation area identified in the Public Domain Overlay Map of the Sydney LEP 2012</li> </ul>	<ul style="list-style-type: none"> <li>• Designed to have a clear line of sight between publicly accessible spaces at each end</li> <li>• Is to be lined with active edges and create opportunities for natural surveillance to laneway</li> </ul>
<b>Through-block links Pedestrian connection</b>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>6m</b> for pedestrians only</li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Permitted to pass through or under a building where a minimum vertical clearance of 9m is provided</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• Location may vary</li> </ul>	<ul style="list-style-type: none"> <li>• Provides a clear line of sight between publicly accessible spaces at entrances</li> <li>• Is to be lined with active edges and create opportunities for natural surveillance to through-site links</li> <li>• Is publicly accessible from 6am to 10pm each day</li> <li>• Designed to be safe, and accessible to all</li> <li>• Is easily identified by users and include signage advising of the publicly accessible status of the link and the places to which it connects.</li> </ul>
<b>Devonshire Link Bridge Over-rail bridge</b>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>14m</b>, widens at OSD deck and Chalmers St bridge landings. Includes: <ul style="list-style-type: none"> <li>– Shared path for pedestrians and cyclists (bi-directional) – 14m</li> <li>– Dwell / landscaping zone – varies</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Separation (min)</b></p> <ul style="list-style-type: none"> <li>• 6m separation of pedestrian bridge and vertical transport structure to Railway Institute Building</li> </ul>	<ul style="list-style-type: none"> <li>• Provides seating for passive recreation (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Allows for temporary activation opportunities to activate the link such as kiosks and temporary merchandise carts</li> <li>• Designed to facilitate the level change from Chalmers/ Ibero-American Plaza onto the bridge through alignment and orientation of vertical transport to create a legible pedestrian connection</li> <li>• Height of bridge structures at Devonshire St link gateway sit below the ridge line of Railway Institute Building</li> <li>• Shared cycle/pedestrian zone is designed to encourage appropriate cyclist behaviour to mitigate potential user conflict between cyclists and pedestrians</li> <li>• Incorporates public art opportunities</li> </ul>

Name and type	Requirements	Guidelines
<p><b>Prince Alfred Park Bridge</b> <i>Over-rail bridge</i></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>12m</b>, including:                             <ul style="list-style-type: none"> <li>– Shared path for pedestrians and cyclists (bi-directional) – 8m</li> <li>– Two dwell zones – 2 x 2m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul>	<ul style="list-style-type: none"> <li>• Provides seating for passive recreation (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Allows for temporary activation opportunities to activate the link such as kiosks and temporary merchandise carts</li> <li>• Bridge is to connect at the same natural grade of Prince Alfred Park to be experienced as an extension of the park.</li> <li>• Shared cycle/pedestrian zone is designed to encourage appropriate cyclist behaviour to mitigate potential user conflict between cyclists and pedestrians</li> <li>• Is to build on character of Prince Alfred Park, with the incorporation of meadow planting, and carry zones of connected soil across to the OSD</li> <li>• Incorporates public art opportunities</li> </ul>
<p><b>George Street Bridge</b> <i>Over-rail bridge</i></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>20m</b>, including:                             <ul style="list-style-type: none"> <li>– Shared path for pedestrians, cyclists and emergency / service maintenance vehicles (bi-directional) – 10m</li> <li>– Two dwell/landscaping zones – 2 x 5m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul>	<ul style="list-style-type: none"> <li>• Provides seating for passive recreation (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Allows for temporary activation opportunities to activate the link such as kiosks and temporary merchandise carts</li> <li>• Bridge is to connect at the same natural grade of Prince Alfred Park to be experienced as an extension of the park</li> <li>• The bridge is aligned to provide a direct extension of George Street, Redfern</li> <li>• Shared cycle/pedestrian zone is designed to encourage appropriate cyclist behaviour to mitigate potential user conflict between cyclists and pedestrians</li> <li>• Is to build on character of Prince Alfred Park, with the incorporation of meadow planting, and carry zones of connected soil across to the OSD</li> <li>• Incorporates public art opportunities.</li> </ul>
<p><b>Cleveland Street connection to OSD deck</b> <i>Street</i></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>16m</b>, including:                             <ul style="list-style-type: none"> <li>– Shared path for pedestrians, cyclists and emergency / service maintenance vehicles (bi-directional) – 6m</li> <li>– Landscaping zone – 10m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Open to the sky</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• As per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Is to avoid any impact to the Coronation Centre and its courts</li> <li>• Is to maintain public access to the Coronation Centre and its courts.</li> </ul>	<ul style="list-style-type: none"> <li>• Connects at the same level of the George St Bridge landing</li> <li>• Integrates with Prince Alfred Park, and in particular not result in vehicle access being visually dominant when seen from within the park and retain its existing heritage significance.</li> <li>• Shared cycle/pedestrian zone is designed to encourage appropriate cyclist behaviour to mitigate potential user conflict between cyclists and pedestrians</li> </ul>

Name and type	Requirements	Guidelines
<p><b>Goods Line</b> <i>N/a</i></p>	<p><b>Width (min)</b></p> <ul style="list-style-type: none"> <li>• <b>7m</b>, including:                             <ul style="list-style-type: none"> <li>– Shared path for pedestrians and cyclists (bi-directional) – 5m</li> <li>– Landscaping zone – 2m</li> </ul> </li> </ul> <p><b>Height (min)</b></p> <ul style="list-style-type: none"> <li>• Primarily open to the sky outside of the Goods Line tunnel section</li> </ul> <p><b>Location</b></p> <ul style="list-style-type: none"> <li>• Fixed as per <b>Figure 5 Central Precinct streets, lanes and pedestrian network</b></li> </ul>	<ul style="list-style-type: none"> <li>• Primarily a movement space for pedestrians and cyclists to connect to the publicly accessible Mortuary Station Garden and north to the existing components of the Goods line and the Powerhouse Museum</li> <li>• Provides opportunities for activation the unveiling of rail infrastructure heritage using lighting and public art installations</li> <li>• Provides opportunities to engage the cultural destination of the Powerhouse with the linear park of the Goods Line. This could include curated display or a museum walk.</li> <li>• Prioritises safe pedestrian/cycle movement</li> <li>• Shared cycle/pedestrian zone is designed to encourage appropriate cyclist behaviour to mitigate potential user conflict between cyclists and pedestrians</li> </ul>



- LEGEND**
- Central Precinct boundary
  - Rail line
  - Development area
  - Light rail line
  - Existing open space
  - Key Heritage item
  - Publicly accessible spaces (open space, streets and laneways)

**Figure 10** Central Precinct streets, lanes and pedestrian network cross sections

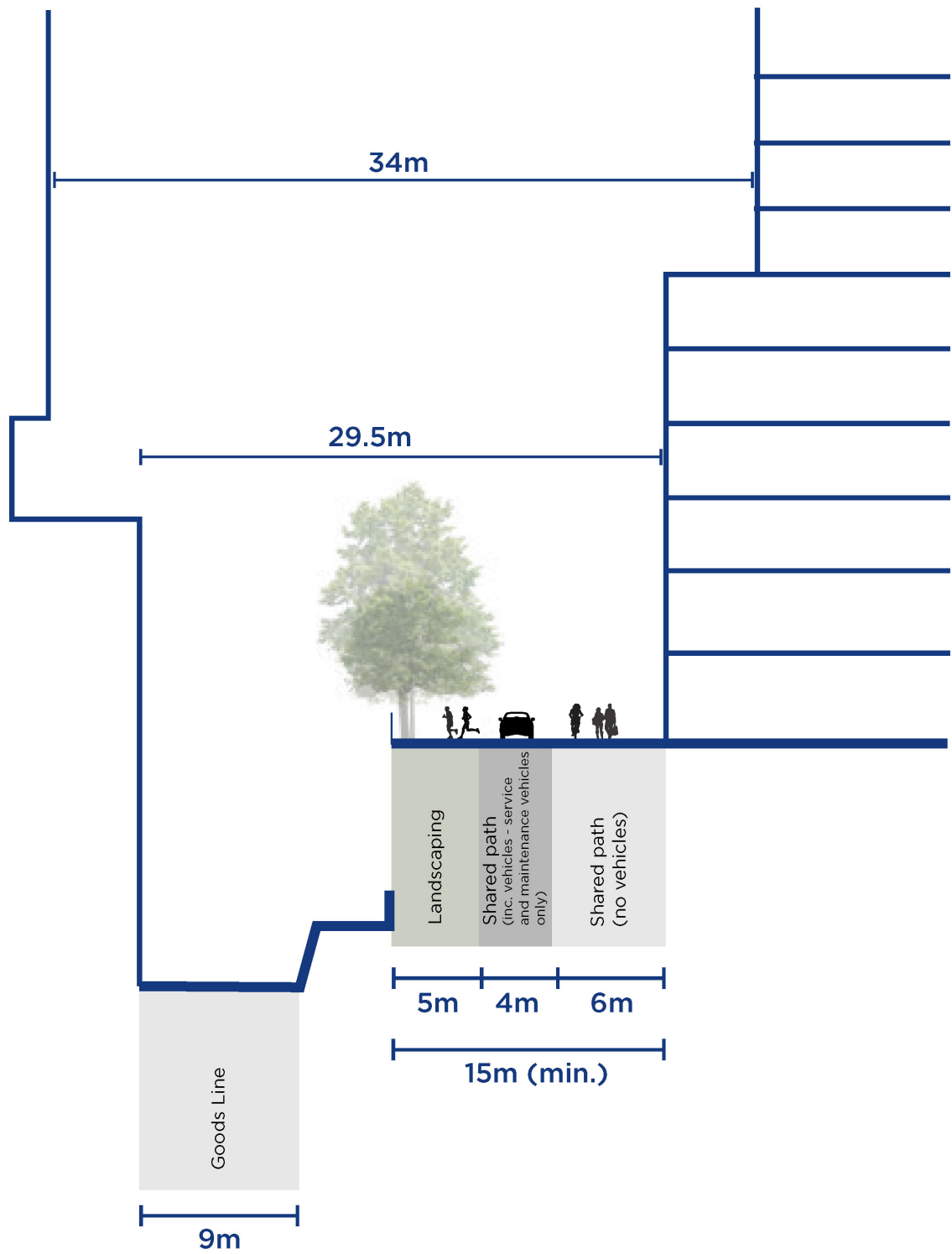


Figure 11 Typical cross-section 1, Central Avenue, south

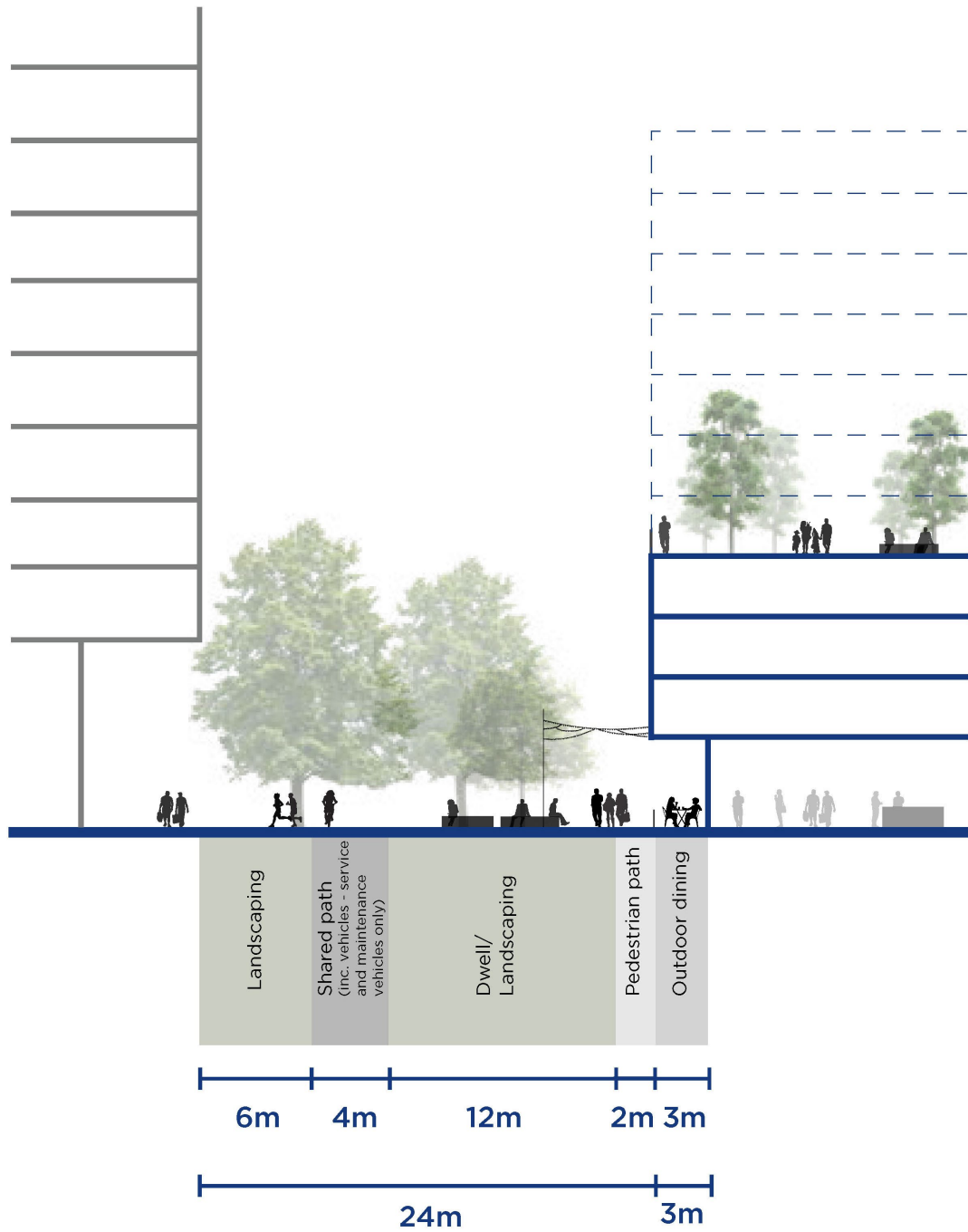


Figure 12 Typical cross-section 2, Central Avenue, north



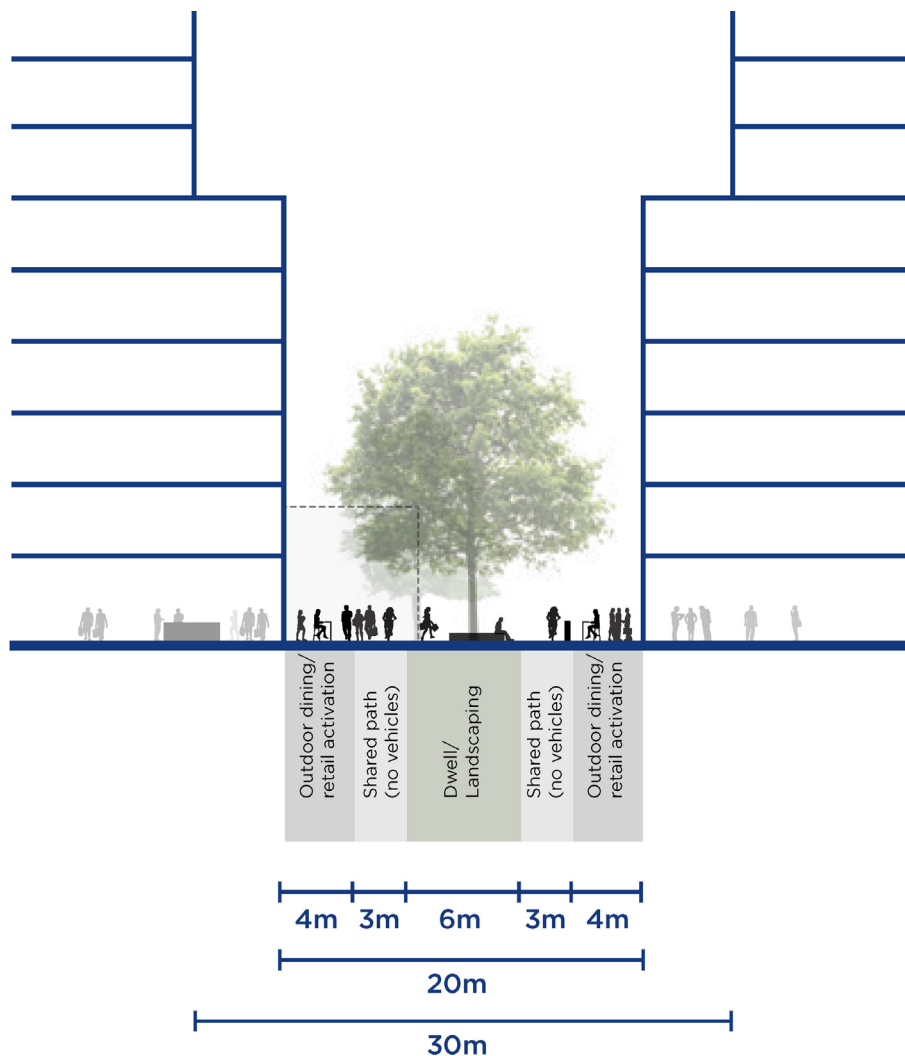


Figure 13 Typical cross-section 3, Devonshire Link

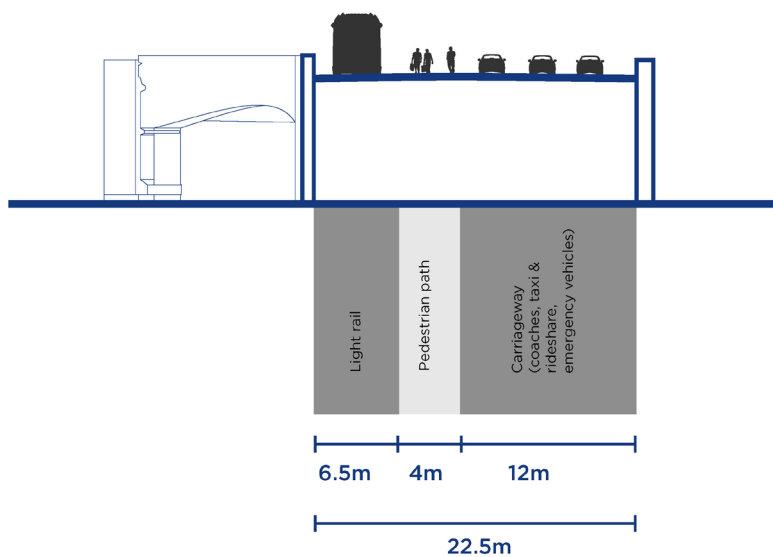


Figure 14 Typical cross-section 4, Western Armature

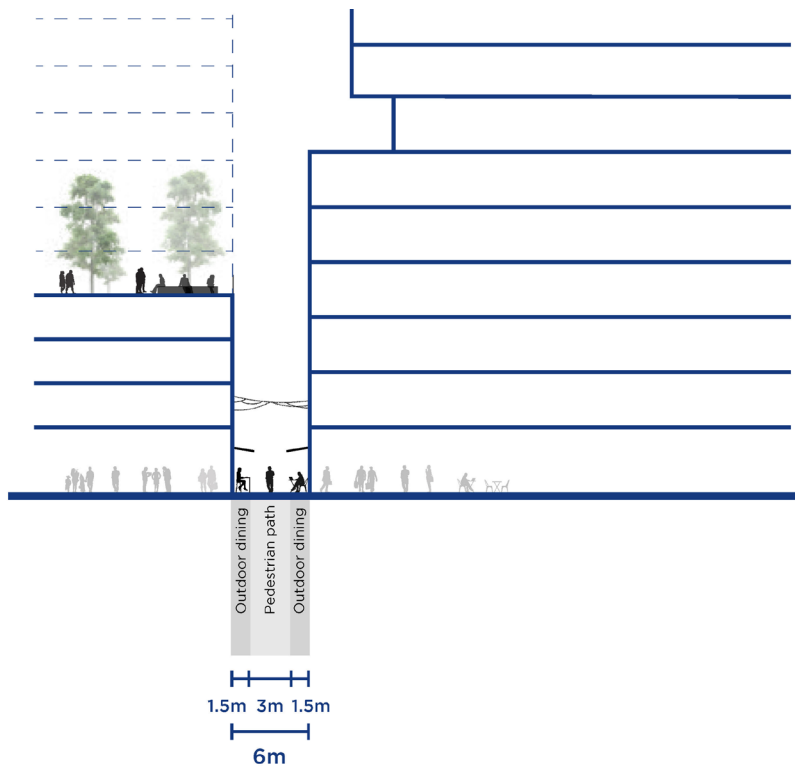


Figure 15 Typical cross-section 5, North-south laneway

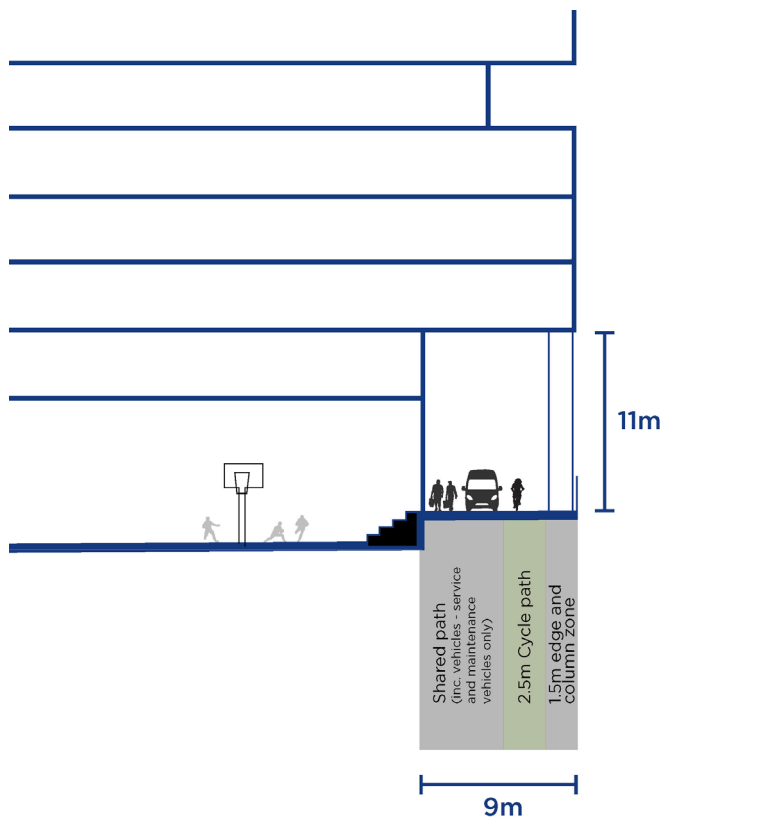


Figure 16 Typical cross-section 6, Eastern Colonnade

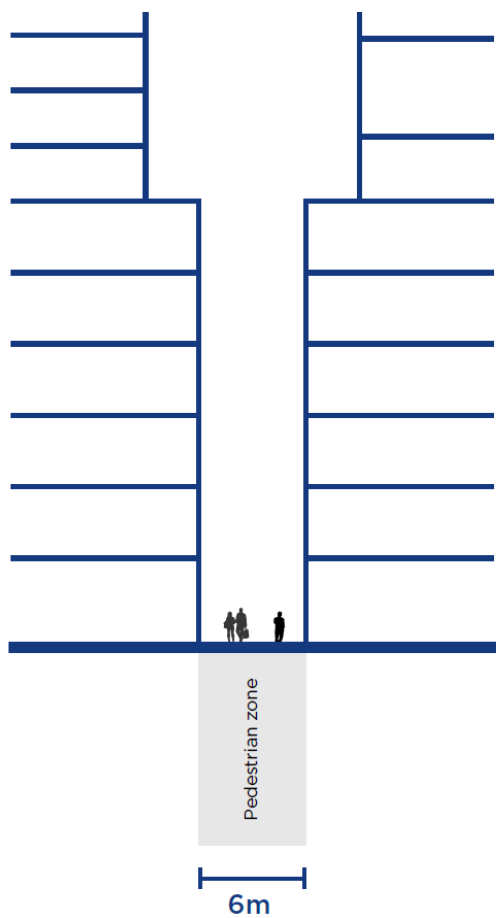


Figure 17 Typical cross-section 7, Laneways (General)

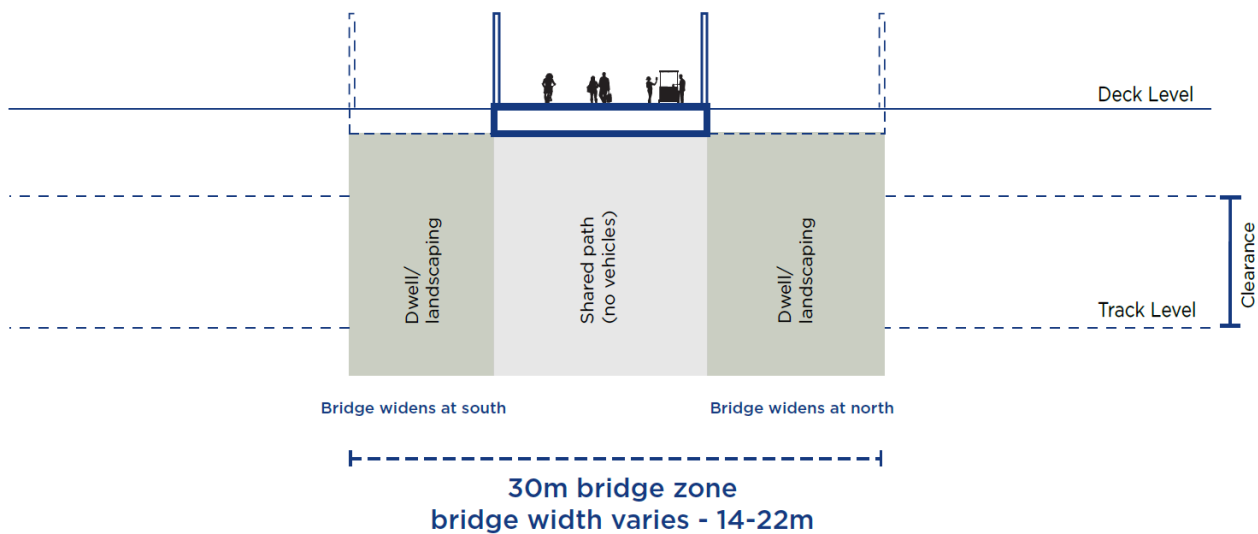


Figure 18 Typical cross-section 8, Devonshire Street Bridge

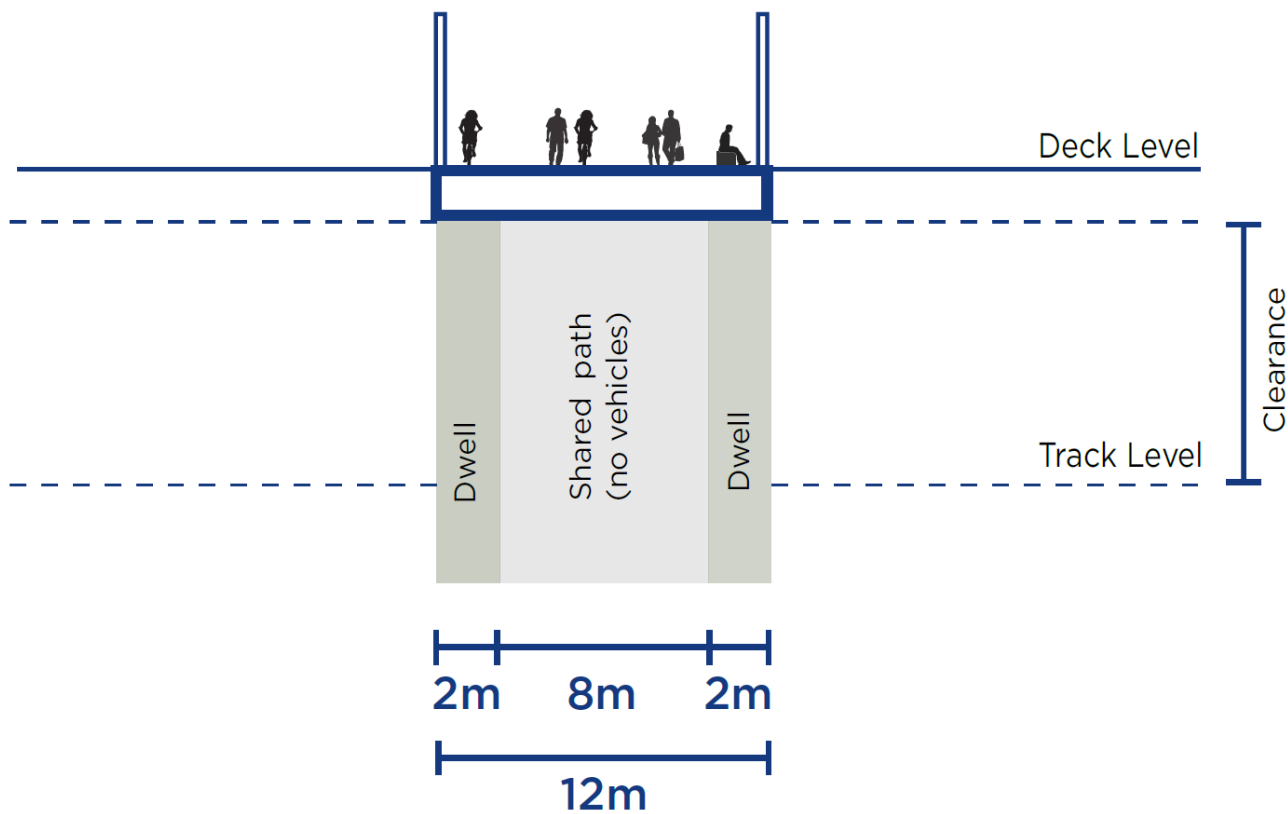


Figure 19 Typical cross-section 9, Prince Alfred Park Bridge

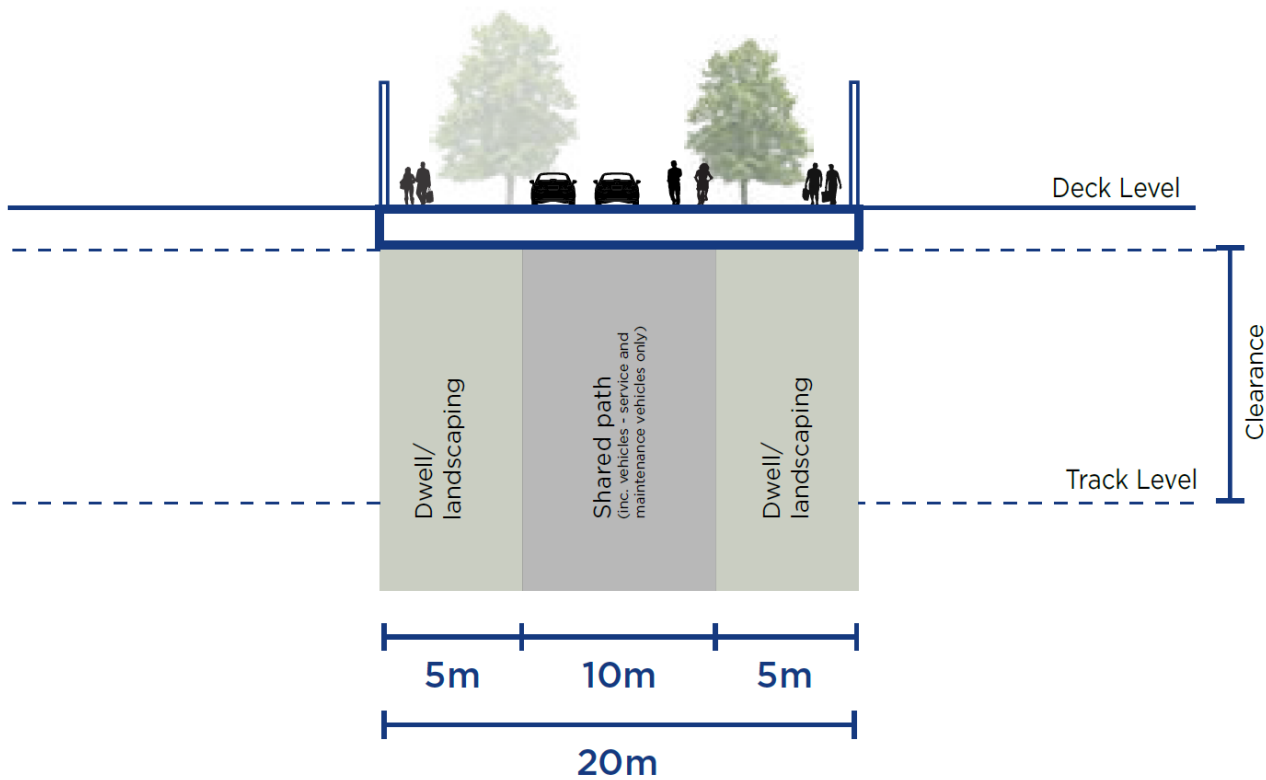


Figure 20 Typical cross-section 10, George Street Bridge

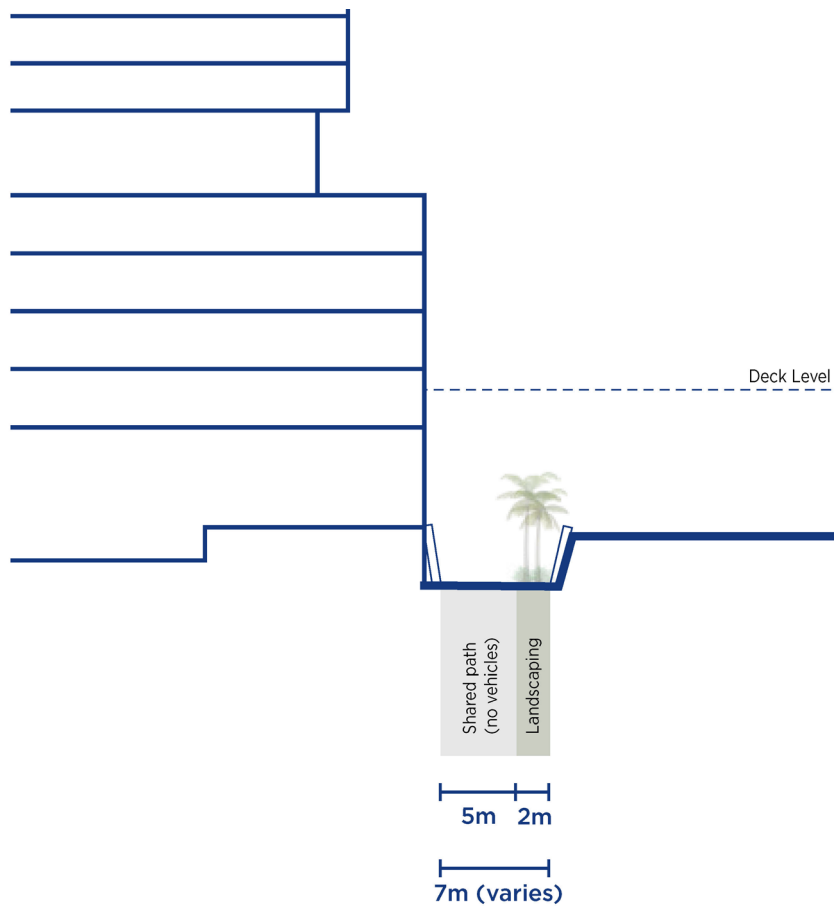


Figure 21 Typical cross-section 11, Goods Line

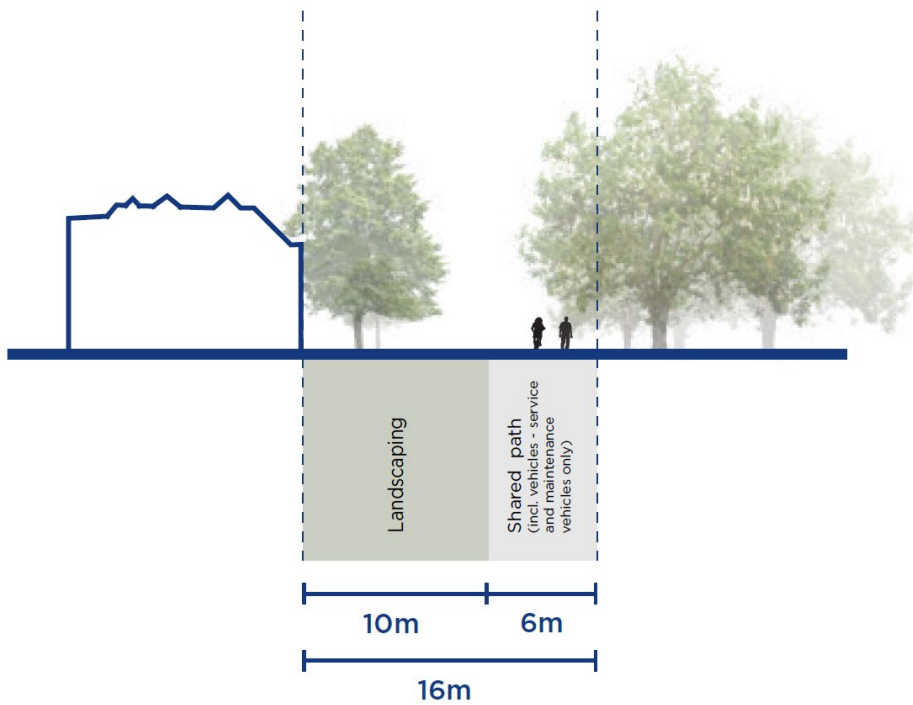
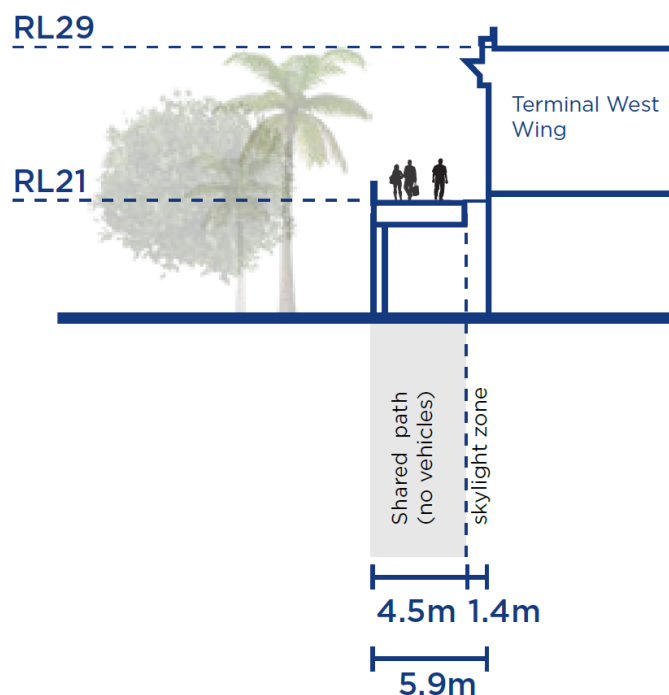


Figure 22 Typical cross-section 12, Cleveland Street connection to OSD deck



**Figure 23** Typical cross-section 13, RL21 Link

### 5.3 Public open space network

#### Objectives

- a) To provide a cohesive yet multi-functional open space network that comprises a variety of individual places, each with a clear and distinct function, including opportunities for passive recreation, active recreation and informal interaction
- b) To provide publicly accessible open spaces that experience good solar access, comfortable wind conditions and urban greening
- c) To provide corridors of locally indigenous vegetation that link major open spaces and water bodies to enhance environmental quality and optimise opportunities for habitat for native flora and fauna species.
- d) To ensure that open space is strategically located to assist with water sensitive urban design and stormwater management.
- e) To provide an integrated open space network that:
  - i. caters for the forecast recreation needs of Central Precinct and the broader Tech Central District, including for children
  - ii. provides for a range of appropriate recreation activities, including exercise, play, nature and heritage appreciation, socialising, picnicking, walking and informal activities
  - iii. have suitable solar access and comfortable wind conditions for their intended uses
  - iv. supports the increase of urban greening and opportunities for habitat for native flora and fauna species
  - v. provides for a high level of integration with Prince Alfred Park
  - vi. strengthens the existing active recreation function of the western edge of Prince Alfred Park

- vii. contributes to the delivery of Central Square
- viii. provides opportunities for the integration public art and heritage interpretation elements
- f) To provide a pleasant and safe environment for the enjoyment of workers, residents, students and visitors, which encourages interaction and improves the amenity of the area for residents, workers, and visitors through provision of solar access and mitigation of noise in the public domain.
- g) At least 15% of the developable site area within Central Precinct is to be publicly accessible open space.

### Guidance

1. The open space network:
  - a. ensures all workplaces and dwellings are within 200m walking distance of an open space having an area of at least 3,000sqm
  - b. is in accordance with **Figure 24: Open space network**.
2. The layout and design of the open space network is to be in accordance with **Table 2: Guidelines for open space areas**.
3. The open space network:
  - a. incorporates at least one (1) accessible play space
  - b. is encouraged to incorporate a 'destination' playground.
4. The open space network is to include public art, including interactive elements where appropriate.
5. The design of the over-rail bridges is encouraged to consider incorporating appropriate noise mitigation measures for dwell spaces that are likely to be affected by noise from railway operations.
6. Where shown as an 'Edge Improvement' in **Figure 24: Open space network**, development in the Prince Alfred Sidings Sub-precinct is to:
  - a. extend the active recreation function of the western edge of Prince Alfred Park into the sub-precinct, either in the form of a recreation area, recreation facility (indoor), recreation facility (outdoor) or combination of these uses
  - b. provide a new ground plane at the sub-precincts edge being at the same level as that in the adjoining part of Prince Alfred Park
  - c. provides co-ordinated paving, vegetation and street furniture
  - d. delivers the Prince Alfred Park Wellness Loop which provides
    - i. additional active recreation opportunities
    - ii. new passive spaces which extend the characteristics of the park up and onto the over station development
  - e. includes measures to ensure high quality amenity and safety outcomes for people who are likely to use recreation facilities and people who may be impacted by the recreation facilities, including appropriate noise mitigation, lighting, signage, hours of operation, security and consistency with Crime Prevention Through Environmental Design principles.

**Note:** this is subject to collaboration with and the approval of the City of Sydney Council and the managers of Prince Alfred Park



Figure 24 Central Precinct open space network





Figure 25 Indicative photomontage of Central Square



Figure 26 Indicative photomontage of Central Green



Figure 27 Indicative photomontage of Mortuary Station Plaza

Table 2 Central Precinct guidelines for open space areas

Name and type	Requirements	Guidelines
<p><b>Central Green</b> <i>Local Open Space</i></p>	<p><b>Area (min)</b></p> <ul style="list-style-type: none"> <li>6.000 sqm</li> </ul>	<p><b>Character</b></p> <ul style="list-style-type: none"> <li>Designed to be the principal open space of the over-station development, and the arrival point of the over-station development from the north, either through the Terminal Building, or the Central Square</li> <li>Provides areas for commuters to wait for a train, and a new aspect to starting or finishing train journeys</li> <li>Integrates rolling landform terrain referencing the gentle mounding of a sand dune environment to interpret in a large scale and meaningful way the character of the dune system which was a landmark of Country</li> <li>Integrates public art, space to practice culture that aims to the establish a Welcome to Country</li> <li>Provides hard paving surfaces at the minimum required to cater for pedestrian flows between Central Avenue and the Grand Concourse</li> <li>Incorporates a diversity and abundance of locally indigenous flora and fauna species consistent with ecological communities that would have naturally occurred in the area, including Eastern Suburbs Banksia Scrub</li> <li>Incorporates layered planting creating diverse understorey, mid-storey and canopy levels.</li> <li>Mid-storey planting is visually permeable to allow sight lines.</li> <li>Considers opportunities to integrate water features</li> <li>Implements the system of evapotranspiration to create cool gardens</li> <li>Provides gathering spaces including a space for Aboriginal Culture- the Sand Circle, as well as softly undulating turf mounds creating spaces with excellent prospect and refuge</li> <li>Soil network is to be sufficient to support trees and connected to assist with WSUD</li> </ul>

Name and type	Requirements	Guidelines
		<p><b>Historic Heritage Interpretation (non Aboriginal)</b></p> <ul style="list-style-type: none"> <li>Design of the space is to respond to the distinctive heritage setting in particular the terminal building and its clocktower into the experience of the open space</li> <li>Establishes a clear visual and physical relationship with the Grand Concourse through the use of stairs and terraced landscape</li> <li>Extends the sandstone materiality of the terminal building into the public domain</li> </ul> <p><b>Amenity</b> (also refer to <b>Section 6 - Amenity</b>)</p> <ul style="list-style-type: none"> <li>Provide a high level of solar access with 50% of the area attaining at least 4 hours of direct sun between the hours of 9am and 3pm</li> <li>Considers opportunities for cool, deep shaded gardens compliment the amenity of spaces with excellent solar</li> <li>Ample seating within different microclimatic conditions, including casual seating and gathering spaces created by the mounded terrain offering prospect and refuge (subject to wind conditions – refer to <b>Section 6.3</b>)</li> <li>Incorporates a diverse range of seating types of seating provided, including benches with and without armrests, seating edges where people can sit and view the space, and moveable furniture such as deck chairs, bean bags, café tables and chairs (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>Allocates space to work on devices such as laptops or tablets with suitable defensible space and out of direct sun</li> <li>Provides suitable lighting for facial recognition and clear and direct lines of sight</li> <li>Active ground floor frontages are provided by surrounding buildings to support activity to edges of the space, including nights and weekends</li> </ul>
<p><b>Central Square</b> <i>Local Open Space</i></p>	<p><b>Area (min)</b></p> <ul style="list-style-type: none"> <li>7,000 sqm</li> </ul>	<p><b>Character</b></p> <ul style="list-style-type: none"> <li>Primarily hardscape in character to cater for important pedestrian desire lines as well as events</li> <li>A major transport plaza connected to the new station entrance and exit, Central Walk</li> <li>A space that responds to commuter demands and able to cater for large volume pedestrian flows</li> <li>The street tree planting scheme of the city extends into the southern half of Central Square to offer shade and carefully located to maintain key views to the Terminal Building</li> <li>Views to the Clocktower are retained and enhanced through strategic framing of the view from Broadway looking north. The centre of the square is free of trees to ensure views to the clocktower are maintained</li> <li>Integrates a terraced landform that follows the original slope and sandstone retaining wall along Pitt Street. This landform should read as a seamless terrain to allow easy pedestrian transition from the square to the Grand Concourse and RL21 level walkway</li> <li>Terrace spaces are to be considered as a garden. The design of these spaces is work with the available fabric and design of the heritage gardens to understand potential for interpretation</li> <li>Consider the original flora of the site including species found on sandstone ridges and in gullies</li> <li>Provide spaces for groups of different sizes to dwell comfortably</li> <li>Space is at a scale that can be programmed and activated through a diverse range of public uses including events</li> <li>Consider the programming and event usage of the space within a wider connected system of open space including Belmore Park, Railway Square, the Grand Concourse and the Central Green Dune Gardens</li> <li>Provide a meaningful spatial relationship with the heritage setting - explore retention of physical form, visual relationships and interpretation of the history of the place</li> <li>Locate a major public artwork embedded in the ground plane to engage the tens of thousands of people who move through the space each day.</li> </ul>

Name and type	Requirements	Guidelines
		<p><b>Amenity</b> (also refer to <b>Section 6 - Amenity</b>)</p> <ul style="list-style-type: none"> <li>• Provide a high level of solar access with 50% of the area attaining at least 4 hours of direct sun between the hours of 9am and 3pm</li> <li>• Comfortable place to move through as part of a large crowd with ample space</li> <li>• Provides places to linger in comfort, meeting points and a defensible space to sit</li> <li>• Provides a suitable level of shade provided through tree canopy</li> <li>• Is to be a suitable scale of spaces for event use.</li> </ul>
<p><b>Mortuary Station Plaza</b> <i>Plaza</i></p>	<p><b>Area (min)</b></p> <ul style="list-style-type: none"> <li>• 4,470 sqm excluding station building</li> </ul>	<p><b>Character</b></p> <ul style="list-style-type: none"> <li>• The fabric of Mortuary Station including the building, platform, street garden and fence, railyard and goods line alignment, tracks and walls is to inform the future use, adaptation and approach to this open space.</li> <li>• Is to maintain sufficient space to allow the buildings, elements and rail use to be understood and seen without the pressure of development encroaching on the setting.</li> <li>• Provides public access provided from Regent Street</li> <li>• Explore opportunities to view the complex from Regent Street and the new deck.</li> <li>• Interpretation should highlight Mortuary Station's principal use as part of the early Redfern Station development: that is it is an historic rail site first and foremost.</li> <li>• Overlays other interpretive themes, which may include the physical connection to the Rookwood Cemetery landscape.</li> <li>• Explore connectivity via the goods line as another link between Redfern and Sydney Harbour.</li> <li>• Potential for activation and public use, through links and a direct interface between the public and rail history.</li> <li>• Explore opportunities for the adaptive re-use of the station building.</li> </ul> <p><b>Amenity</b> (also refer to <b>Section 6 - Amenity</b>)</p> <ul style="list-style-type: none"> <li>• Provides direct sunlight each hour between 11am and 1pm for at least 50% of the plaza</li> <li>• Provides good sight lines and pedestrian safety.</li> <li>• Provides a space that creates a cool, green setting including the introduction of canopy trees on the rail side of the Mortuary Station Building</li> <li>• Opportunities for small scale cafe pavilion may be appropriate to assist with activation.</li> </ul>
<p><b>Eddy Avenue Plaza</b> <i>Plaza</i></p>	<p><b>Area (min)</b></p> <ul style="list-style-type: none"> <li>• 1,680sqm</li> </ul>	<p><b>Character</b></p> <ul style="list-style-type: none"> <li>• A key pedestrian connection from Central Station north to the CBD.</li> <li>• Maintain a clear and open path of movement north-south between Eddy Avenue and the station entrance</li> <li>• Provide a microforest which provides biophilic impact and biodiversity support.</li> </ul> <p><b>Amenity</b> (also refer to <b>Section 6 - Amenity</b>)</p> <ul style="list-style-type: none"> <li>• Provide comfortable space to dwell all year round through new tree planting (subject to wind conditions - refer to <b>Section 6.3</b>)</li> <li>• Is to be well serviced by retail and activated on all sides of the plaza</li> </ul>

Name and type	Requirements	Guidelines
<p><b>Ibero-American Plaza</b> <i>Plaza</i></p>	<p><b>Area</b></p> <ul style="list-style-type: none"> <li>As per current size and dimensions</li> </ul>	<p><b>Character</b></p> <ul style="list-style-type: none"> <li>Provides an arrival space to Central Station from the East</li> <li>Important station entry to southern concourse, and Devonshire St tunnel, and also location of Central Chalmers St Light Rail Station</li> <li>Maintains recent upgrades including enlarged pedestrian areas due to closing of Devonshire St and part of Chalmers St, new bike lanes, new planting areas and trees</li> <li>Provides vertical transport to the Devonshire Bridge</li> <li>Maintains visibility of the northern facade of the Railway Institute Building from the plaza</li> <li>Incorporates clear wayfinding signage to access multiple transport modes (light rail, heavy rail, metro, buses) from this plaza</li> <li>Maintains legible paths of movement and clear entry and exit points</li> <li>Retains existing public art installations</li> </ul> <p><b>Amenity</b> (also refer to <b>Section 6</b> - Amenity)</p> <ul style="list-style-type: none"> <li>Incorporates seating areas to wait and dwell as a key meeting point location (subject to amenity conditions - refer to <b>Section 6</b>)</li> </ul>

## 5.4 Public art

### Objectives

- a) To incorporate public art within Central Precinct that:
  - i. promotes a sense of place and identity
  - ii. contributes to understanding and appreciation of cultural heritage, including connecting with Country
  - iii. fosters social interaction and cohesion
  - iv. facilitates engagement of art and culture more broadly, including generating economic opportunities for local artists
- b) To deliver public art that is responsive to culture and Country.

### Guidance

1. Development applications that involve the creation of new publicly accessible space and buildings are accompanied by a precinct-wide Public Art Plan that demonstrates how the 'Central Precinct Public Art Strategy' (Cultural Capital, July 2022) has informed physical design, in particular consideration of how development:
  - a. responds to the curatorial frameworks identified by the 'Central Precinct Public Art Strategy' (Cultural Capital, July 2022) that addresses art in the public realm, including its form, purpose, experiential outcome and location
  - b. includes an overarching conceptual approach / curatorial rationale for the selection, commissioning and delivery of public art as part of future development applications in a way that ensures the strategic intent, vision, artistic integrity and quality of all public artworks is maintained throughout the process
  - c. integrates with connecting with Country and heritage interpretation measures (as per Section 4 – Connecting with Country and Section 11.3 – Heritage Interpretation of this Design Guide) and is consistent with the 'Connecting with Country Framework' (Balarinji, 2022)
  - d. includes media types specifically created to be experienced in public space
  - e. provides a variety of media types, ranging from small or ephemeral to large or permanent, and may include sculpture, painting, furniture, signage and lighting, installation, multimedia, sound or performance.

**Note:** Contact TfNSW to access a copy of the 'Central Precinct Public Art Strategy' (Cultural Capital, July 2022).
2. The City of Sydney Public Art Advisory Panel is to be liaised as part of the preparation of the precinct-wide Public Art Plan for Central Precinct.
3. Where a precinct-wide Public Art Plan is prepared, it is to be consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.
4. Where a development proposal has identified the opportunity to deliver public art that is responsive to culture and Country, an Indigenous curator or Indigenous cultural consultant is to be engaged to:
  - a. develop a co-design process to be undertaken with Aboriginal communities
  - b. facilitate the co-design process with Aboriginal communities in relation to the public art
  - c. provide input into the preparation of the public art brief
  - d. contribute to the design of the public art.
5. The procurement and engagement of Aboriginal artists should recognise the Indigenous Cultural and Intellectual Property protocols.

## 6.0 Amenity

### Value statement

This section outlines objectives and guidance to manage the impact of the proposed built forms on the amenity in the public domain and publicly accessible spaces of Central Precinct. This specifically covers the following amenity-related matters:

- Sunlight access
- Daylight access
- Wind safety and comfort
- Views and vistas
- External lighting.

### 6.1 Sunlight access

#### Objectives

- To provide acceptable levels of sun access for public open space (and publicly accessible open space) in Central Precinct and its immediate surrounds relative to their intended use, and in particular during the period of the day when they are most used by the workforce, visitors and the wider community.

#### Guidance

- Development provides sunlight protections in accordance with **Table 3: Central Precinct sunlight access**

**Table 3 Central Precinct sunlight access**

Public space	Sunlight protection
Central Green	Direct sunlight to 50% of the area for a minimum of 4 hours from 9am to 3pm on 21 June
Mortuary Station Plaza	Direct sunlight each hour between 11am and 1pm for at least 50% of the plaza on 21 June
Eddy Avenue Plaza	Direct sunlight to 50% of the area for a minimum of 2 hours from 9am to 3pm on 21 June
Central Square	As per the Central Square sun access planes identified in the Sydney LEP 2012
Belmore Park	As per the Belmore Park sun access planes identified in the Sydney LEP 2012
Prince Alfred Park	As per the Prince Alfred Park sun access planes identified in the Sydney LEP 2012

## 6.2 Daylight access

### Objectives

- a) To provide acceptable levels of daylight access for publicly accessible spaces relative to their intended use, and in particular during the period of the day when they are most used by the workforce, visitors and the wider community.

### Guidance

1. Development provides daylight access (as measured by sky view factor) in accordance with **Table 4: Central Precinct sky view factor**.
2. The methodology for calculating sky view factor is to apply the following assumptions:
  - a. The sky view plane is to be projected 1.5m above the ground plane then divided into a 1m x 1m grid
  - b. The four corner points of each 1m x 1m grid at 1.5m above ground plane are each to have vectors projected to the sky hemisphere
  - c. A percentage of those that reach the sky hemisphere are to be calculated. Those vectors that do not reach the sky hemisphere have terminated at built form, and therefore are not to be calculated as part of the sky view
  - d. The average of the four corner points of each 1m x 1m grid is then calculated as a percentage of vectors that reach the sky hemisphere.

**Table 4 Central Precinct minimum and target cumulative average sky view factor for publicly accessible spaces**

Publicly accessible space	Minimum cumulative average sky view factor (SVF)	Target cumulative average sky view factor (SVF)
Central Avenue	25%	28%
Devonshire link	15%	25%
Laneways (excluding Eastern Colonnade)	5%	7%

## 6.3 Wind safety and comfort

### Objectives

- a) To ensure the cumulative impact of development on the wind environment does not result in unsafe or uncomfortable wind conditions within publicly accessible space within Central Precinct or in the public domain surrounding Central Precinct taking into consideration the intended primary purpose of that space.

### Guidance

1. Development applications are to be accompanied by a **Quantitative Wind Effects Report** prepared by and suitably qualified and experienced person that addresses this section of the Design Guide.
2. Wind impacts from development on publicly accessible space or the public domain do not exceed the Wind Safety Standard.

**Note:** refer to the Schedules of this Design Guide for the definition of the Wind Safety Standard.



3. Wind impacts from development on publicly accessible space or the public domain do not to exceed the Wind Comfort Standard for walking, sitting or standing taking into consideration the intended use of the space as shown on **Figure 28: Central Precinct wind criteria for key streets, lanes and through-site links.**

**Note:** refer to the Schedules of this Design Guide for the definition of the Wind Comfort Standard.

4. Despite Guidance 6.3 (3), the following Wind Comfort Standards apply to certain outdoor uses:
  - a. building entrances, bus stops, coach terminal stops, taxi ranks, and light rail stops – standing
  - b. areas proposed for seating, or outdoor dining along Central Avenue and the north-south laneway – sitting.
5. Despite Guidance 6.3 (2) (3) and (4), wind impacts from development on the public domain, or publicly accessible space that is not on the OSD level, may exceed the Wind Safety Standard or Wind Comfort Standard but only where:
  - a. it can be demonstrated that the existing wind speeds in affected locations exceed the standard(s), and
  - b. development does not result in an increase in existing wind speeds as measured by the relevant standard(s).

**Note:** Guidance 6.3 (5) does not apply to publicly accessible space on the OSD level (i.e. Northern OSD sub-precinct and Southern OSD sub-precinct).

6. Wind impacts from development on surrounding public open spaces outside of Central Precinct including Prince Alfred Park, Belmore Park and Railway Square, are not to be substantially worse than existing wind conditions.
7. Any wind mitigation device (e.g. structure) required to address wind safety or comfort criteria is to be localised and well-designed.

**Note:** such devices are likely to require detailed design review to ensure high quality outcomes are achieved.
8. Any wind mitigation device (e.g. structure) required to address wind safety or comfort criteria in the Devonshire Link:
  - a. allows the free and safe flow of pedestrians at ground or OSD level
  - b. considers impact on any sightlines to the Marcus Clarke Building
  - c. Is to have a porous surface
  - d. is encouraged to have dual use as artwork.

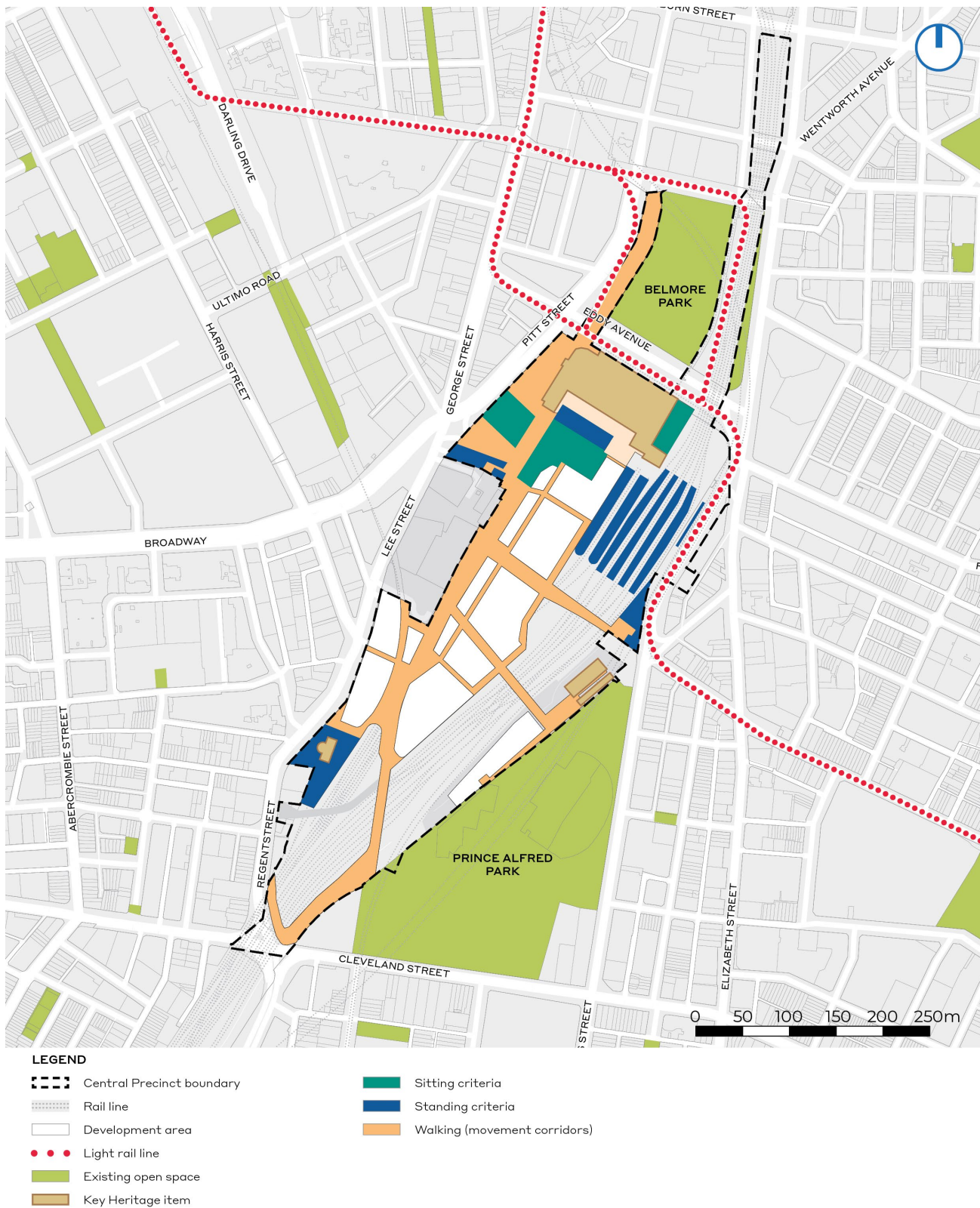


Figure 28 Central Precinct wind criteria for key streets, lanes and through-site links

## 6.4 Views and vistas

### Objectives

- a) Development:
  - i. protects significant views to important heritage items from the public domain
  - ii. provides new opportunities to see and appreciate the southern elevation of the Sydney Terminus and clock tower

### Guidance

1. Development protects the view to the Central Station Clock Tower against the sky when viewed by pedestrians in the ground level public domain as shown in **Figure 29: Central Precinct significant views**.
2. Development gives appropriate consideration to mitigating the impact of new built form on the views identified in **Figure 29: Central Precinct significant views**. Consideration will be demonstrated through the design excellence process. Potential solutions will vary according to the visual characteristics of the view, including elements, features, composition and values. Appropriate solutions may include:
  - a. appropriate size and shape of building footprints
  - b. appropriate form and distribution of massing
  - c. having high quality architectural detailing, including with regard to line and shape
  - d. having high quality, durable materials that are responsive with the heritage item
  - e. having colours that do not detract from the visual prominence of heritage items.
3. The layout and design of Central Walk is to provide a sequence of opportunities for glimpses of the upper part of the southern elevation of Sydney Terminus and its clock tower.
4. The layout and design of Central Green is to provide opportunities for direct views to the upper part of the southern elevation of Sydney Terminus and its clock tower.

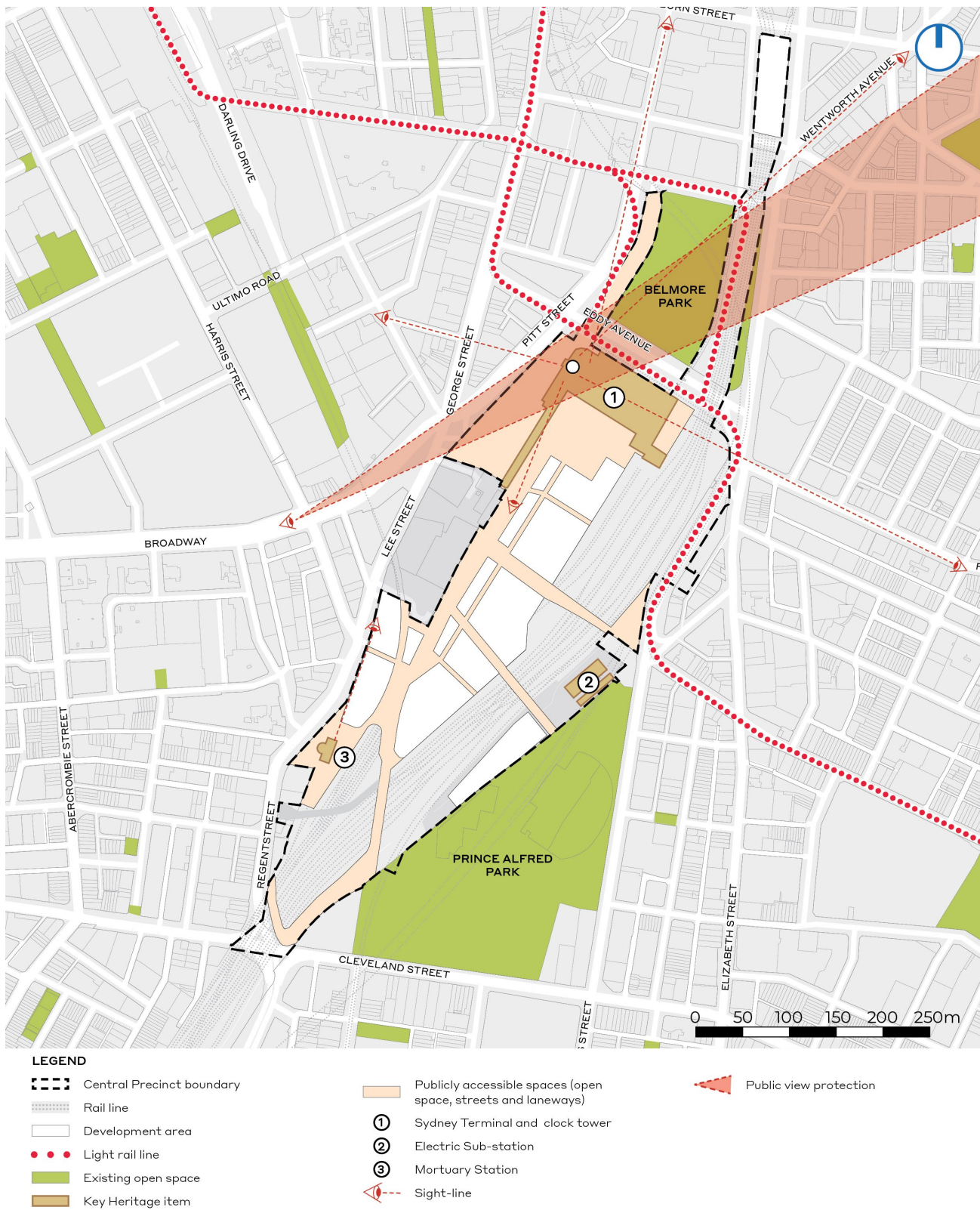


Figure 29 Central Precinct significant views

## 6.5 External lighting

### Objectives

- a) To ensure external lighting minimises light spill into the night sky.
- b) To support the character Central Precinct and the sub-precinct in which it is located.
- c) To positively contribute to high quality architecture.
- d) To ensure no reduction in existing residential amenity.
- e) To reduce greenhouse gas emissions and energy consumption.
- f) To ensure external lighting does not adversely affect local fauna.

### Guidance

1. External lighting is to be in accordance with
  - a. AS/NZS 4282:2019 Australian/New Zealand Standard, Control of the obtrusive effects of outdoor lighting
  - b. City of Sydney's Public Domain Design Codes – Sydney Lights.
2. External lighting, including fixtures:
  - a. does not visibly intrude outside the building silhouette
  - b. is integrated with the architecture of the building.
3. Any decorative lighting (permanent or temporary) does not include bud-lights and similar festoon lighting on buildings which detract from the architectural qualities of the building.
4. External lighting is located an appropriate distance from and is directed away from residential uses, in particular openings that permit light intrusion.
5. External lighting comprises LED down-lighting.
6. Any decorative lighting (permanent or temporary) does not include:
  - a. broad floodlighting of facades from large light sources located separate to the building
  - b. up lighting of flag poles and banner poles.
7. A night-time lighting masterplan is to be prepared as part of any future development application for new buildings and public domain areas. This is to consider:
  - a. safety and accessibility of publicly accessible areas during night-time
  - b. the implementation of energy efficient lighting
  - c. design measures for external lighting manage potential impacts to fauna habitat and movement corridors, in particular within Central Avenue.

## 7.0 Transport

### Value statement

This section of the Design Guide contains provisions for managing the vehicle access, servicing, waste, cycle network and parking needs for Central Precinct. Leveraging the convenience of existing and planned transport infrastructure and services of Central Station, being Australia's largest transport interchange, Central Precinct will revitalise southern Central Sydney to create a world class transport destination. The objectives and guidance of this section aim to prioritise pedestrians on the OSD deck and encourage cycling, public transport and car sharing as the primary modes of travel within Central, as well as ensuring accessibility for all and embracing future changes in mobility.

#### Related planning documents

The objectives and guidance contained in this section should be read in conjunction with the following planning documents:

- Future Transport Strategy 2056 (Transport for NSW)

## 7.1 Vehicle access

### Objectives

- a) To provide co-ordinated, limited and managed vehicle access that:
  - i. contributes to the activation of the public domain
  - ii. provides universal access to over-station development
  - iii. ensures pedestrian priority within the public domain
  - iv. limits vehicular access on the OSD deck to service and emergency vehicles only.

### Guidance

1. Vehicle access is provided in accordance with **Figure 30: Central Precinct vehicle network**
2. Motor vehicle access and circulation to the Over Station Deck is:
  - a. limited to service and emergency vehicles only
  - b. provided by a one-way shared way that ensures pedestrian priority.
3. The layout and design of vehicle access from Cleveland Street is to:
  - a. integrate with Prince Alfred Park, and ensure that vehicle access is not visually dominant when seen from within the park and retain its existing heritage significance
  - b. maintain significant trees within Prince Alfred Park
  - c. avoid impacts to the Coronation Centre and its courts
  - d. maintain public access to the Coronation Centre and its courts.
4. The layout and design of vehicle access using the Western Armature is to:
  - a. provide for coaches, buses, taxis and ride share
  - b. integrate with the Western Armature, and in particular retain its existing heritage significance.



**LEGEND**

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li> Central Precinct boundary</li> <li> Rail line</li> <li> Development area</li> <li> Light rail line</li> <li> Existing open space</li> <li> Key Heritage item</li> <li> Publicly accessible spaces (open space, streets and laneways)</li> <li> Emergency and maintenance service vehicle access via Dexus Frasers</li> <li> Emergency and maintenance service vehicle access via George Street extension</li> <li> Coach, emergency and point-to-point vehicle access via the Western Armature</li> </ul> | <ul style="list-style-type: none"> <li> Coach facility</li> <li> Emergency and maintenance service vehicle access</li> <li> Autonomous vehicle and emergency and maintenance service vehicle access</li> <li> 3-point turn required</li> <li> Emergency vehicle access (small vehicles)</li> <li> Below ground service tunnel</li> <li> Indicative location of EV docks and goods lift servicing OSD above</li> <li> Coach Terminal</li> <li> Basement entry/exit</li> <li> Temporary basement entry/exit</li> </ul> | <ul style="list-style-type: none"> <li> Taxi/Uber pick up/drop off</li> <li> North Central precinct basement</li> <li> Western Gateway consolidated basement</li> <li> South Central Precinct basement and bus layover</li> <li> Prince Alfred Sidings basement</li> <li> Access to Prince Alfred Sidings basement</li> <li> Sydney Yards Access Bridge</li> <li> Coronation Centre and tennis courts</li> </ul> |
|---|--|--|

**Figure 30 Central Precinct vehicle network**

## 7.2 Vehicle access and footpaths

### Objectives

- a) To ensure vehicle access across footpaths and pedestrian thoroughfares provides for the safety and comfort of pedestrian and cyclists

### Guidance

1. Where vehicle access to a building and/or the integrated basement is proposed across a major pedestrian thoroughfare or footpath, safety measures are to be provided where required and supported by a Transport Impact Assessment
2. Where vehicular circulation on the OSD deck is proposed across a major pedestrian thoroughfare or footpath, safety measures are to be provided where required and supported by a Transport Impact Assessment
3. Vehicle access and circulation is to cross footpaths at footpath level
4. Vehicle access and circulation is designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths
5. Vehicle access and circulation is designed to minimise impact on existing street trees and to maximise opportunities for new street tree plantings
6. Vehicular access and circulation are to continue the type of footpath material and grade
7. Subject to urban design, heritage and streetscape considerations, access is to be designed to avoid reversing movements into or out of a public street

## 7.3 Buses and Sydney Trains access

### Objectives

- a) To retain Central Precinct's role as a major transport interchange, while providing capability to accommodate appropriate alternative uses over the longer term

### Guidance

1. Development provides for a coach facility catering for intercity and interstate travel located at the upper level of the western forecourt adjacent to the main western entrance to the Grand Concourse.
2. Any proposed coach facility is to provide coach parking bays and bus shelters.
3. Development maintains the Lee Street bus layover.

## 7.4 Vehicle parking rates

### Objectives

- a) To ensure vehicle and servicing parking is provided at a rate consistent with Central Precinct's excellent levels of public transport.

### Guidance

1. On-site car parking is provided at a rate in accordance with the Sydney LEP 2012. These rates are identified below.



**Table 5 Central Precinct maximum on-site car parking rates**

Land use		Rate
Residential	1 bed dwelling	0.3 spaces/ dwelling
	2 bed dwelling	0.7 spaces/ dwelling
	3 bed dwelling	1 spaces/ dwelling
Student accommodation		0.1 spaces per room
Hotel		0.1 spaces per room
Commercial		1 space per 2000 sqm GFA
Retail		1 space per 2000 sqm GFA
Education		1 space per 2000 sqm GFA
Community		1 space per 2000 sqm GFA

- Where development comprises a land use not specified in Guidance 7.4(1), on-site carparking is provided at a rate justified by a Parking and Access Report.
- Development proposing less than the maximum number of on-site carparking is to adjust the number of visitor parking spaces in accordance with the reduction of total car parking spaces.
- In all buildings that provide onsite parking, 1 motorcycle parking space for every 12 car parking spaces is to be provided as separate parking for motorcycles. Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvring vehicle.
- Separate parking spaces for service vehicles are to be provided and may be shared with parking provided for any other purpose
- Provision is to be made within the basement design for charging stations to service electric vehicles

## 7.5 Car share and point-to-point services

### Objectives

- To ensure car share schemes are provided to encourage the reduction of car ownership within Central Precinct.

### Guidance

- The minimum of 1 car share scheme space per 25 on-site car parking spaces is to be made available.
- Car share parking spaces are to be provided in addition to the maximum number of car parking spaces permitted in the development.
- All car share parking spaces are to be:
  - publicly accessible 24 hours a day seven days a week;
  - located together;
  - located near and with access from a public road and integrated with the streetscape through appropriate landscaping where the space is external; and
  - clearly designated by signs as being for car share scheme use.
- The location of drop-off and pick areas for point-to-point services (i.e. taxis and ride share) is to be in accordance with **Figure 30: Central Precinct vehicle network.**

## 7.6 Location and design of private and visitor vehicle parking

### Objectives

- a) To ensure the location and design of carparking achieves a high quality ground level relationship between buildings and all public domain interfaces

### Guidance

1. On-site car parking is provided underground in basement levels.
2. On-site car parking is to be in accordance with the relevant Australian Standards for off street parking.
3. On-site car parking for visitors is to:
  - a. be grouped together in convenient locations relative to car parking area entrances, pedestrian lifts and access points
  - b. are to be separately marked and clearly sign-posted
  - c. be appropriately accessible, including arrangements for access into a secure area if proposed.
4. Basement parking areas and structures do not protrude above the level of the adjacent street or public domain.
5. Vehicle ramps are not visible from the public domain and are to be located inside the building.
6. Car parking areas are:
  - a. well lit, visible, and avoid hidden and enclosed areas to allow for casual surveillance
  - b. include mirrors or similar devices where hidden and enclosed areas such as staircases and lift lobbies cannot be avoided
  - c. well ventilated and provide natural rather than mechanical ventilation where practicable
  - d. subordinate in appearance to the main building.
7. Car parking spaces are not located in areas used for the manoeuvring of service vehicles.

## 7.7 Location and design of servicing vehicles

### Objectives

- a) To ensure the location and design of services vehicle parking supports functional and efficient movement of service vehicles and sufficient space for loading and unloading.

### Guidance

1. Service vehicle parking spaces, including spaces for bike couriers are:
  - a. located completely within the boundary of the precinct, clear of parked vehicles and clear of through traffic
  - b. located near vehicle entry points and/or near lifts
  - c. clearly designated and signposted for service vehicles only.
2. Parking spaces for service vehicles may be shared with parking for other purposes, subject to a management plan being prepared that identifies operational procedures to manage the shared use of parking spaces.

## 7.8 Servicing strategy

### Objectives

- a) To provide an integrated, precinct wide servicing strategy that delivers a high level of functionality and enables responsiveness to new and emerging practices, including those that contribute to carbon reduction outcomes

**Guidance**

1. Each development block contributes to the creation of an integrated basement<sup>1</sup> suitable to support the future requirements of the Central Precinct, particularly with regards to:
  - a. service and loading vehicles, with supporting loading dock
  - b. access
  - c. egress
  - d. fire services.

**Note:** the integrated basement is to also accommodate waste and ventilation outcomes. Refer to Section 12.10 of the Design Guide for further detail.

2. Development applications are to be accompanied by an Integrated Servicing and Basement Strategy demonstrating how the block will be serviced and how in the final configuration it will contribute to and connect with the integrated basement servicing Central Precinct and include details on:
  - a. ongoing servicing of Central Station and associated rail infrastructure
  - b. operation of freight and logistics
  - c. parking and servicing requirements for each block
  - d. future servicing for over and under station developments
  - e. an integrated distribution facility to accommodate deliveries, service vehicles and waste collection away from the public realm and allow for the consolidation of goods for delivery across the precinct to their destination
  - f. the method and frequency of transfer to waste between the development and collection area.

**Note:** This may include a consolidated basement with access routes or easements through the site

3. The provision of service vehicle parking is to be in accordance with the following rates:

**Table 6 Central Precinct service vehicle parking rates**

Land Use	Rate
<b>Residential</b>	<ul style="list-style-type: none"> <li>• 1 space for the first 50 dwellings or serviced apartments; plus</li> <li>• 0.5 spaces for every 50 dwellings/ serviced apartments or part thereafter.</li> </ul>
<b>Commercial</b>	<ul style="list-style-type: none"> <li>• 1 space per 3,300 sqm GFA, or part thereof, for the first 50,000 sqm; plus</li> <li>• 1 space per 6,600 sqm, or part thereof, for additional floor area over 50,000 sqm and under 100,000 sqm; plus</li> <li>• 1 space per 13,200 sqm, or part thereof, for additional floor area over 100,000 sqm.</li> </ul>
<b>Hotel</b>	<ul style="list-style-type: none"> <li>• 1 space per 50 hotel bedrooms, or part thereof, up to 100 bedrooms; then</li> <li>• 1 space per 100 hotel bedrooms; plus</li> <li>• 1 space per 400 sqm of reception, lounge, bar and restaurant area GFA, or part thereof, for the first 2,000 sqm; then</li> <li>• 1 space per 8000 sqm of reception, lounge, bar and restaurant area GFA thereafter.</li> </ul>
<b>Retail</b>	<ul style="list-style-type: none"> <li>• 1 space per 350 sqm GFA, or part thereof, up to 2,000 sqm; then</li> <li>• 1 space per 800 sqm GFA thereafter.</li> </ul>

<sup>1</sup> An **integrated basement** refers to a consolidated basement that is to service buildings above the OSD deck

4. Despite Guidance 7.8 (3), the provision of service vehicle parking may be reduced where a dock and logistics management system is adopted to manage the loading demand and frequency of service vehicles. The dock and logistics management system is to include:
  - a. an online booking system, which requires drivers to book timeslots to access the site and loading bays; and
  - b. an internal logistics distribution system, which would allow for incoming goods to be processed and distributed to tenants within Central Precinct.
5. Basement parking areas and structures are to:
  - a. be designed to allow for the future connection of abutting basement structures in order to deliver a final consolidated integrated basement arrangement for all blocks
  - b. allow for potential future vertical transportation (goods lift or similar) between the basement level, the proposed over station development deck, and sub-deck level for the distribution of goods and general servicing requirements
6. Freight infrastructure is consolidated and supports emerging transitions in the freight network, including the electrification of logistics systems

## 7.9 Waste collection and loading

### Objectives

- a) To enable the safe and efficient collection and transport of waste and recycling from the precinct.

### Guidance

1. Waste collection and loading is wholly accommodated in the Integrated Building Basement
2. Any waste collection and loading point is designed to:
  - a. allow waste collection and loading operations to occur on a level surface away from vehicle ramps
  - b. provide sufficient side and vertical clearance to allow the lifting arc for automated bin lifters to remain clear of any walls or ceilings and all ducts, pipes and other services
3. Vehicle access for waste collection and loading provides for:
  - a. at a minimum, a 9.25m Council garbage truck and a small rigid delivery vehicle
  - b. minimum vertical clearance of 4.0 metres clear of all ducts, pipes and other services, depending on the gradient of the access and the type of collection vehicle
  - c. collection vehicles to be able to enter and exit the premises in a forward direction. Where a vehicle turntable is necessary to meet this requirement, it is to have a capacity of 30 tonnes
  - d. maximum grades of 1:20 for the first 6m from the street, then a maximum of 1:8 with a transition of 1:12 for 4m at the lower end
  - e. a minimum driveway width of 3.6m
  - f. a minimum turning circle radius of 10.5m
4. Where vehicle access is via a ramp, design requirements for the gradient, surface treatment and curved sections are critical and must be analysed at an early stage in the design process

## 7.10 Future transport

### Objectives

- a) To support future mobility transitions, including vehicle sharing, ride-sharing and connected and autonomous vehicle interfaces

## Guidance

1. Development has the capability of allowing for 100% electric recharging of delivery and service vehicles as well as any vehicles parked on site.
2. Each parking bay is to include power supply capable of supporting a single phase Level 2 electric vehicle charger.
3. Development is to include initiatives to promote walking, cycling and the use of public transport, through the submission of a Green Travel Plan.
4. The provision of publicly accessible autonomous vehicles on the OSD deck in accordance with **Figure 31: Central Precinct vehicle network** may be considered to cater for last-mile drop-off and pick up for point-to-point users.

## 7.11 Cycle network

### Objectives

- a) Development provides an integrated, convenient and safe cycle network that makes commuter and recreation cycling attractive to a broad range of people and integrates with and support the cycle network outside Central Precinct
- b) To improve the ability for bicycle riders to interchange between transport modes, including regional, suburban and metro train services, light rail and buses
- c) To provide a legible cycle network within Central Precinct.

### Guidance

1. The cycle network is provided in accordance with **Figure 31: Central Precinct cycle network**.
2. Wayfinding measures for cyclists are to be provided to support legible cycle movements through and around Central Precinct and access to EOT bike hubs.

## 7.12 Location and design of bicycle parking and associated end of trip facilities

### Objectives

- a) To ensure bicycle parking and associated end of trip facilities are provided in convenient, accessible locations and are designed in a manner that provides for safety, security, comfortable access.
- b) To improve the ability for bicycle riders to interchange between transport modes, including regional, suburban and metro train services, light rail and buses.

### Guidance

1. End of trip (EOT) bike hubs are to be provided at standalone locations identified in **Figure 31: Central Precinct cycle network**.
2. On-site bike parking and end of trip bike hubs are to be designed in accordance with the relevant Australian Standards for the design criteria of bike parking facilities
3. Where bike parking for tenants is provided in a basement, it is to be located:
  - a. on the uppermost level of the basement
  - b. close to entry / exit points
  - c. subject to security camera surveillance where such security systems exist
4. A safe path of travel from bike parking areas to entry / exit points is marked
5. Access to bike parking areas are:

- a. a minimum of 1.8m wide to allow a pedestrian and a person on a bike to pass each other and may be shared with vehicles within buildings and at entries to buildings)
- b. accessible via a ramp
- c. clearly identified by signage
- d. accessible via appropriate security or intercom systems

### 7.13 Amount of bicycle parking

#### Objectives

- a) To provide bicycle parking within Central Precinct that encourages cycling and reduces reliance on vehicles for commuting and recreational movement

#### Guidance

1. The number of bicycle parking spaces provided:
  - a. is consistent with forecast demand
  - b. considers **Table 7: Guidance for the number of bicycle parking spaces**

**Note:** where application of this guidance does not result in a whole number, it is to be rounded up to the nearest whole number

**Table 7 Central Precinct guidance for on-site bike parking rates**

Land Use	Residents/ employees (long-term)	Customers/ visitors (short-term)
Residential	1 per dwelling	1 per 10 dwellings
Student accommodation	1 per dwelling	1 per 10 dwellings
Hotel	1 per 4 staff	1 per 20 rooms
Commercial	1 per 150 sqm	1 per 400 sqm
Retail	1 per 150 sqm	1 per 400 sqm
Education	1 per 10 staff plus 1 per 10 students	N/A
Community	1 per 150 sqm	1 per 200 sqm
Any other use	To contribute to delivery of Central Precinct’s mode share target for trips by bike	

### 7.14 Secure bike parking facilities

#### Objectives

- a) To ensure bike parking and associated facilities provide an appropriate level of security from theft or damage appropriate to the needs of the intender use

#### Guidance

1. Secure bike parking facilities are to be provided in accordance with the following:
  - a. Class 1 bike lockers for occupants of residential buildings

- b. Class 2 bike facilities for staff/employees of any land use
  - c. Class 3 bike rails for visitors of any land use
2. For non-residential uses, the following facilities for bike parking are to be provided at the following rates:
- a. 1 personal locker for each bike parking space;
  - b. 1 shower and change cubicle for up to 10 bike parking spaces
  - c. 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided
  - d. 2 additional showers and cubicles for each additional 20 bike parking spaces or part thereof
  - e. showers and change facilities may be provided in the form of shower and change cubicles in a unisex area in both female and male change rooms
  - f. locker, change room and shower facilities are to be located close to the bike parking area, entry and exit points and within an area of security camera surveillance where there are such building security systems.
  - g. a repair station with storage space for bike tools, pumps, e-bike battery chargers etc.

## **7.15 Construction traffic management**

### **Objectives**

- a) To manage associated impacts of development construction at Central Precinct.

### **Guidance**

- 1. A Construction Traffic Management Plan is to be prepared for each stage of development that describes:
  - a. the proposed construction works
  - b. the proposed management and access of construction vehicles
  - c. the traffic impacts on the local area and how these impacts will be addressed
  - d. the proposed interim servicing strategy for Central Station and any operating buildings on the OSD deck
  - e. how pedestrian access will be maintained throughout construction activities.

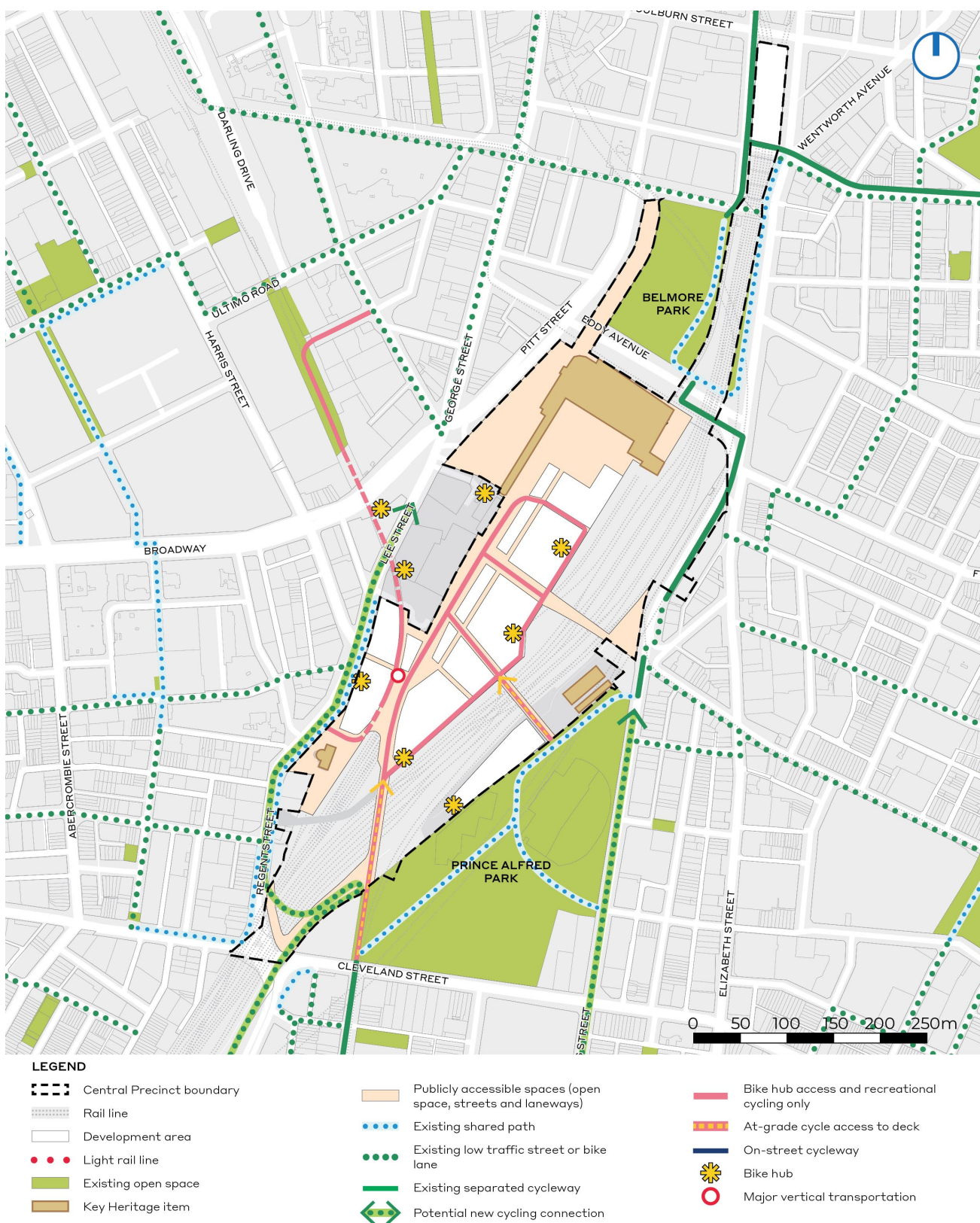


Figure 31 Central Precinct cycle network



## 8.0 Land Use

### Value statement

This section provides objectives and guidance on the future land use outcomes for Central Precinct. It seeks to encourage a diversity of land uses that will contribute to creating a vibrant and activated precinct throughout the day and night and support the Precinct's role in unlocking the desired innovation and technology outcomes for the Tech Central District.

### 8.1 Land use

#### Objectives

- a) To ensure land use supports the objectives of the relevant land use zone.
- b) To ensure land uses does not compromise on the Central Precinct's primary function as a major transport interchange.
- c) To support opportunities for an intensity of mixed uses and activities that commensurate with Central Precinct's anchor role in Tech Central.
- d) To provide a clear path for investment to help rebuild business confidence and support jobs in small and large businesses.
- e) To facilitate jobs and economic growth including new and emerging industries such as innovation and technology, including for cultural and creative uses and start-ups.
- f) To contribute toward the provision of the following floorspace targets for innovation and technology businesses within Tech Central:
  - i. 250,000sqm of net lettable area (NLA) for technology companies
  - ii. 50,000sqm of NLA as affordable workspace for start-ups and early stage companies.
- g) To enable a range of complementary activities in appropriate locations that contribute to a vibrant place that supports both the day and night economies.
- h) To enable development of landmark buildings at key locations within Central Precinct that mark the significance of Central Station within the Central Sydney's urban form.

#### Guidance

1. Development complies with section [insert section] of the Sydney LEP 2012.
2. The location of residential accommodation is to be limited to the Regent Street Sidings sub-precinct.
3. Total cumulative GFA for residential accommodation (including build-to-rent and student accommodation) at Central Precinct does not comprise more than 107,400 square metres.
4. Despite Guidance 8.1(2), student accommodation and build-to-rent may be provided within the Southern OSD sub-precinct, where it can be demonstrated:
  - a. a positive net benefit to the Central Precinct such as a more vibrant, integrated innovation and technology ecosystem
  - b. that these land uses will not compromise the operation of the rail corridor below the OSD deck
  - c. that it is not the primary land use within the Southern OSD sub-precinct, being secondary to employment and/or educational land uses
  - d. it does not compromise Central Precinct's primary role as a transport hub
  - e. ensures any dwellings are located above the ground storey
  - f. meets other relevant guidance of this design guide, in particular those related to amenity such as noise.
5. The northern landmark building identified in **Figure 32: Land use and built form typology** is to be designed to:
  - a. provide active retail and cultural uses at ground level that engage with Central Green

- b. respond to view impact considerations identified in **Section 6: Amenity** of this Design Guide
  - c. achieve an appropriate relationship with heritage items.
6. The southern landmark building identified in **Figure 32: Land use and built form typology** is to be designed to:
- a. support education and tech uses and student accommodation
  - b. provide active uses at ground level that engage with the Southern Plaza).
7. Development provides appropriate floor space that:
- a. accelerates the growth of a technology, innovation, entrepreneurial ecosystem
  - b. encourages and enables collaboration and the exchange of innovative ideas
  - c. is adaptable to support testing of proof-of-concept products and prototypes.
8. Development for the purposes of commercial office are encouraged to provide affordable employment floorspace for innovation and technology start-ups and small and medium-sized enterprises.
9. Development provides community, cultural and creative uses (eg, galleries, workshops, makers spaces) and retail uses (eg, food and drink premises) to activate the precinct at night
10. Development provides for a variety of ground floor commercial, innovation and retail tenancies to support a diverse range of business and innovation activities.

## 8.2 Residential flat buildings, shop top housing or mixed use development with a residential accommodation component

**Note:** this section only applies to development for these uses within the scope of section 4 'Application of Policy' of '*State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development*'

### Objectives

- a) To ensure development for a residential flat building, shop top housing or mixed use development with a residential accommodation component has an acceptable impact on the environment.

### Guidance

- 1. Development for a residential flat building, shop top housing or mixed use development with a residential accommodation component complies with '*State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development*'.
- 2. Development for a residential flat building, shop top housing or mixed use development with a residential accommodation component complies with the relevant provisions of the 'Apartment Design Guide' (Department of Planning and Environment, July 2015), as time to time amended.

## 8.3 Advertising and signage

### Objectives

- a) To ensure development for advertising and signage has an acceptable impact on the environment.

### Guidance

- 1. Development for advertising and signage complies with 'State Environmental Planning Policy No 64—Advertising and Signage'.

**Note:** some advertising and signage is exempt development. Refer to '*State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*'.

- 2. Development for advertising and signage demonstrates consideration of the relevant provisions of the 'Transport Corridor Outdoor Advertising and Signage Guidelines' (Department of Planning and Environment 2017) as time to time amended.



**LEGEND**

- Central Precinct boundary
- Rail line
- Development area
- Light rail line
- Existing open space
- Key Heritage item
- Publicly accessible spaces (open space, streets and laneways)
- Commercial low-rise building typology
- Commercial tall building typology
- Mixed use tall building typology
- ✶ Community facility and signature building
- ✶ Signature building

**Figure 32 Central Precinct land use and built form typology**

## 9.0 Building Form and Design

This section provides objectives and guidance on the future building form and design outcomes for Central Precinct. Building form and design objectives and guidance outline the desired future form of Central Precinct, which include:

1. Built form typology
2. Building and podium heights
3. Setbacks and separation distances
4. Building dimensions and articulation
5. Ground storey frontages
6. Noise and vibration
7. Reflectivity.

### 9.1 Building form typology and design

#### Objectives

- a) To establish clear, legible street walls and tower typology on the OSD deck.
- b) To establish lower scale and fine-grain built form along Central Avenue.
- c) To ensure built form responds and engages with Prince Alfred Park.

#### Guidance

1. Built form typology is in accordance with **Figure 32: Land use and built form typology**.
2. Where identified as a lower-rise typology, buildings are designed to visually read in the public domain as a street wall.
3. Where identified as tall buildings, buildings are designed to visually read in the public domain as comprising two parts, being a street-wall (or podium) and a tower.

### 9.2 Building and podium heights

#### Objectives

- a) To protect sunlight to surrounding public parks and places throughout the year, and during periods in the day when they are most used by the workforce, visitors and the wider community.
- b) To establish street wall heights that define the edge of publicly accessible spaces.
- c) To establish a variety of building heights for lower-rise buildings along Central Avenue.
- d) To provide floor-to-floor heights that support flexible, adaptable and high amenity storeys.

#### Guidance

1. Building heights are to be in accordance with the maximum building height and Sun Access Planes (SAP) of the Sydney LEP 2012. **Figure 34: Prince Alfred Park Sun Access Plane A** and **Figure 35: Belmore Park Sun Access Plane** indicatively show the maximum height achievable for land affected by Sun Access Planes.

**Note:** To determine the actual height of a Sun Access Plane at any point, the description of the Sun Access Planes in Sydney LEP 2012 prevails over the diagrams in this Design Guide, in the case of an inconsistency. When preparing Sun Access Planes care must be taken to adjust for the difference between grid north and solar north.

2. Street wall and podium heights are in accordance with **Figure 33: Central Precinct street wall and podium heights**.
3. Building heights of lower-rise buildings along Central Avenue identified in **Figure 32: Land use and built form typology** are to vary between 25 metres (6 storeys) and 37 metres (9 storeys).
4. A maximum 50% of the site area for lower-rise buildings along Central Avenue identified in **Figure 32: Land use and built form typology** may be built to a building height of 37 metres (9 storeys).
5. Minimum floor to floor heights is to be in accordance with **Table 8: Central Precinct guidelines for minimum storey height**.

**Table 8 Central Precinct guidelines for minimum storey height**

Part	Storey height (floor to floor) (minimum)
Ground floor level commercial premises	4.2m (5.0m on OSD Deck)
Upper commercial levels in the podium	4.0m
Upper commercial levels in tower levels above podium – commercial premises	3.8m
Hotel	3.1m
Residential	As per the Apartment Design Guide

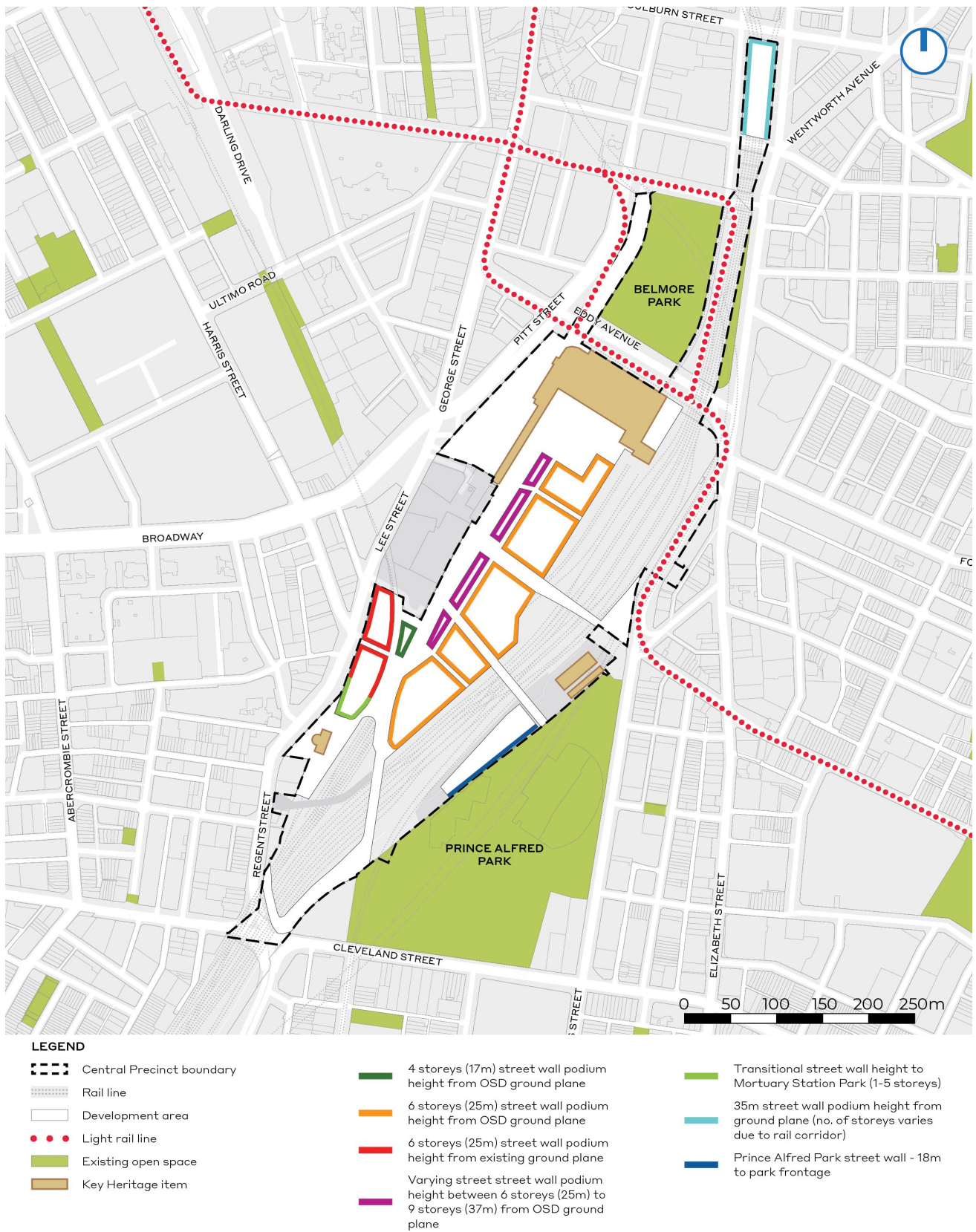
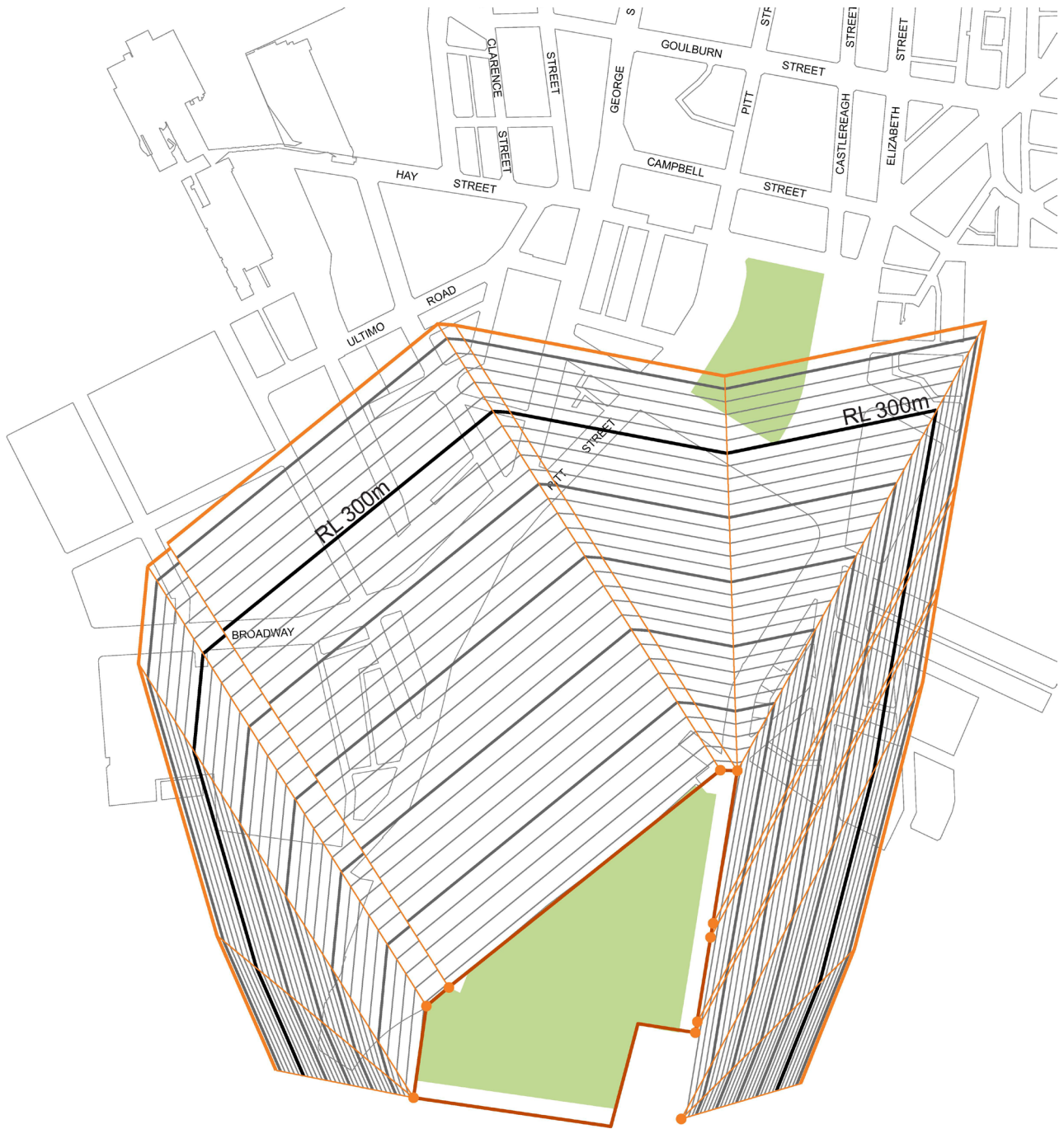


Figure 33 Central Precinct street wall and podium heights



Prince Alfred Park Sun Access Plane A

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours

**Figure 34 Prince Alfred Park Sun Access Plane A**

Source: City of Sydney



Belmore Park Sun Access Plane

- Node of SAP
- Ray ascending edge
- RL 300m Contour
- RL 50m Contours
- RL 10m Contours

**Figure 35 Belmore Park Sun Access Plane**

Source: City of Sydney



### 9.3 Setbacks and separation distances

#### Objectives

- a) To ensure building setbacks and separation distances:
  - i. engage with and activate adjoining publicly accessible spaces
  - ii. contribute to high amenity publicly accessible spaces having regard to daylight and wind outcomes
  - iii. provide an effective step in the built form that reduces the visual scale of tower forms
  - iv. provide appropriate amenity for building occupants having regard to daylight and outlook
  - v. support visual permeability and connectivity
  - vi. mitigate the appearance of building scale and bulk when seen from locations in the public domain.
- b) To ensure that views to the Central Station Clock Tower against the sky are retained when viewed by pedestrians and vehicles as they enter Railway Square from Broadway (see **Section 6.4: Views and vistas**).
- c) To provide appropriate amenity within the development sites and the adjacent publicly accessible open space, specifically Central Green, the Grand Concourse, the Sydney Terminus building clock tower and Mortuary Station Building.

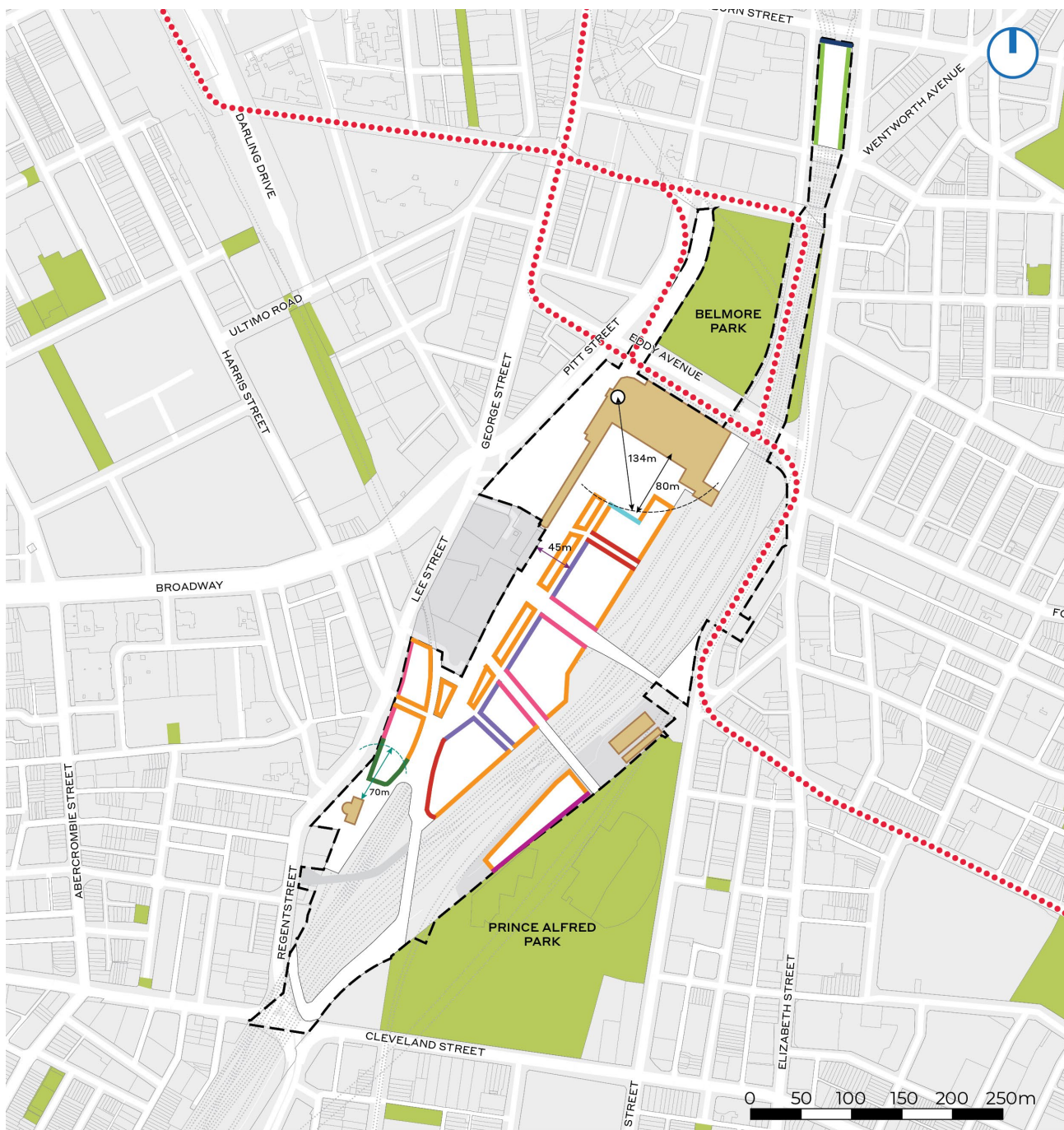
#### Guidance

1. Building setbacks are provided in accordance with **Figure 36: Central Precinct setbacks** and **Figure 37: Central Precinct upper level setbacks and separation distances**.
2. Where shown as 'Central Green setback' in **Figure 37: Central Precinct upper level setbacks and separation distances**, the tower form on Development Block A1 may have a cantilevered building articulation zone along the northern façade as shown **Figure 38: North-South Section – Block A interface to Central Green** and **Figure 39: East-West Section – Block A interface to Central Green**, where it:
  - a. achieves an acceptable relationship to Sydney Terminus building having regard to its heritage values and significance
  - b. achieves an acceptable relationship to Central Green having regard to its intended role, character and amenity
  - c. supports the achievement of a wind environment on the ground plane and in affected and publicly accessible spaces that are appropriate for its intended use.
3. Any cantilevered building articulation zone along the northern façade of the tower on Development Block A1 is to:
  - a. have a maximum depth of 6m from the podium street wall alignment
  - b. not exceed a maximum width extent of 24m when measured at the podium street wall alignment
  - c. not exceed 15% of the tower floor plate (GBA)
  - d. have its underside no lower than RL63m.
4. The minimum separation distance between tower forms in the Western Gateway sub-precinct and tower forms on the eastern side of the north-south laneway is 45m as shown on **Figure 37: Central Precinct upper level setbacks and separation distances**.
5. The minimum separation distance between the Grand Concourse roof and any tower on Block A1 is 80m as shown on **Figure 37: Central Precinct upper level setbacks and separation distances**.
6. The minimum separation distance between the Sydney Terminus building clock tower and any tower on Block A1 is 134m as shown on **Figure 37: Central Precinct upper level setbacks and separation distances**.
7. The minimum separation distance between the Mortuary Station Building and any tower on Regent Street Sidings is 70m as shown on **Figure 37: Central Precinct upper level setbacks and separation distances**.

8. Above street wall building height, the minimum separation distance between buildings is 6m.
9. For residential flat buildings, shop top housing and the residential component of mixed use developments, the minimum separation distance between buildings is in accordance with the relevant provisions of the 'Apartment Design Guide' published by the NSW Department of Planning and Environment (July 2015).



Figure 36 Central Precinct ground level and street wall setbacks



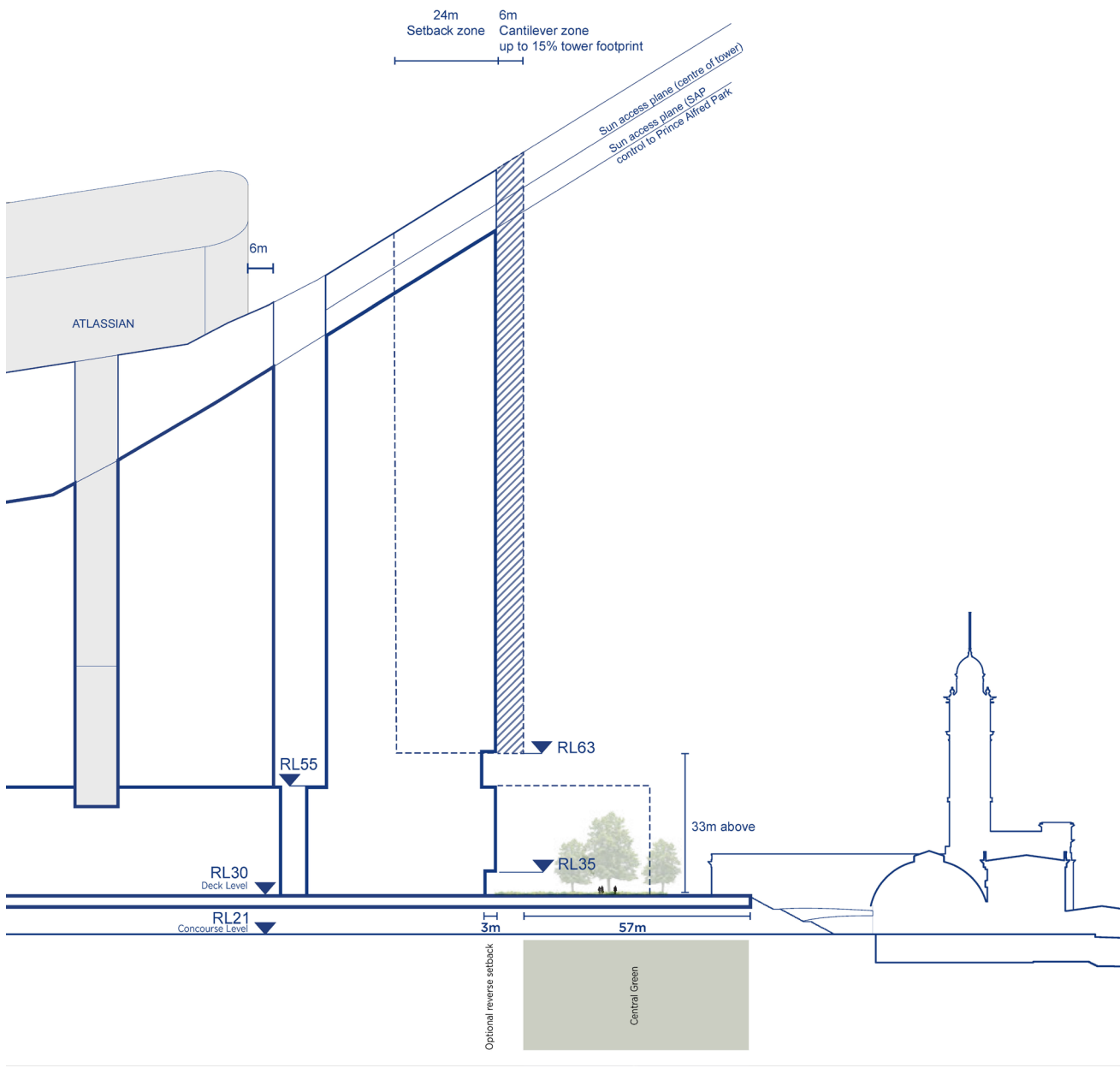
**LEGEND**


- Central Precinct boundary
- Rail line
- Development area
- Light rail line
- Existing open space
- Key Heritage item
- Nil upper level setback (to publicly accessible space alignment)
- 2m upper level setback above 6 storeys (to publicly accessible space alignment)
- 3m upper level setback above 6 storeys (to publicly accessible space alignment)


- 3m upper level setback above 35m street wall (to public domain alignment)
- 5m upper level setback above 6 storeys (to publicly accessible space or public domain alignment)
- 8m upper level setback above 35m street wall (to public domain alignment)
- Central Green upper level setback
- Prince Alfred Park upper level setback
- 70m upper level setback above 6 storeys from the northern edge of Mortuary Station Building
- Clock Tower


- Minimum 134m separation distance between Sydney Terminus Building clock tower and Block A1 tower
- Minimum 70m separation distance between Mortuary Station Building and tower element on Regent Street Sidings Sub-Precinct
- Minimum 45m separation distance between tower forms in the Western Gateway sub-precinct and tower forms on the eastern side of the north-south laneway

**Figure 37 Central Precinct upper level setbacks and separation distances**



 0-6m cantilever zone

 Atlassian / Toga (WGP)

 Central Green

 Site boundary

**Figure 38 North-South Section – Block A1 interface to Central Green**

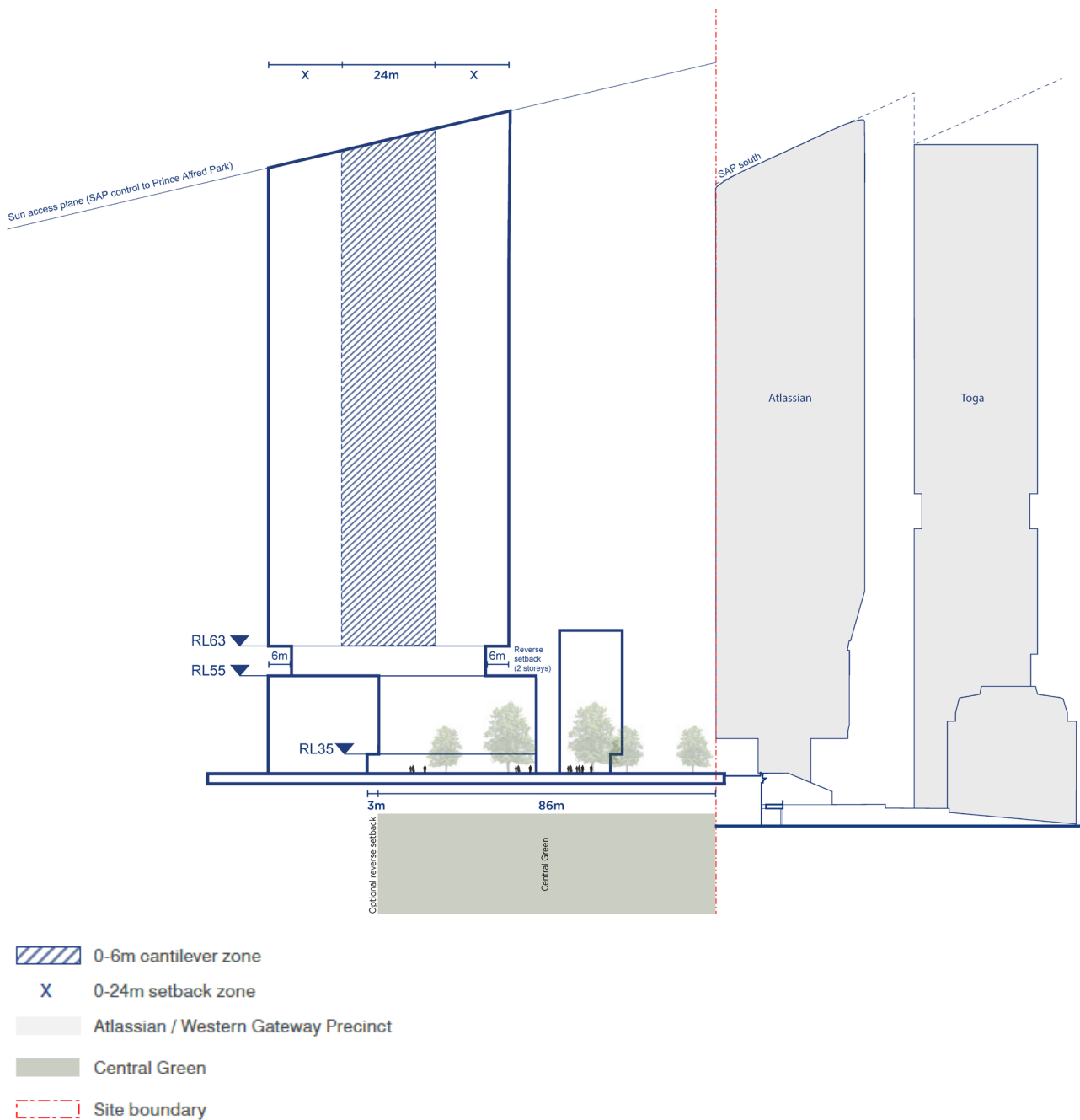


Figure 39 East-West Section – Block A1 interface to Central Green

## 9.4 Building dimensions and articulation

### Objectives

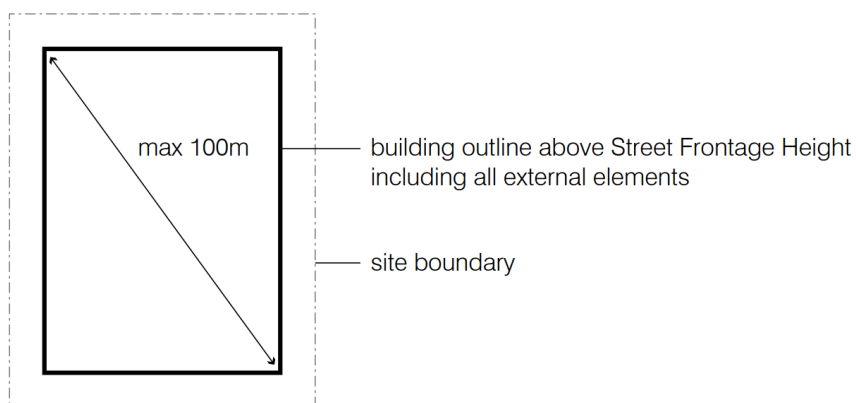
- a) To manage building scale above podium street walls.
- b) To ensure building dimensions:
  - i. support a street wall and tower typology
  - ii. reduce the visual impact of building scale
  - iii. contribute to the creation of high amenity publicly accessible spaces, in particular with regard to daylight access and wind outcomes.
- c) To ensure building elevations provide visual interest and reduces the appearance of building scale and bulk of buildings in Central Precinct.

### Guidance

1. Up to and including street wall building height, buildings may have site cover of 100% of the developable part of a block.
 

**Note:** the developable part of a block is that which remains following creation of streets, lanes and other publicly accessible spaces that are open to the sky.

**Note:** setbacks, separation distances and articulation zones will work to reduce the actual amount of the developable part of a block that a building may cover.
2. Above street wall building height, maximum building site cover is 80% of the developable part of a block.
3. Above street wall building height, maximum gross building area (GBA) is 85% of building site cover.
4. Above street wall building height, the maximum horizontal dimension of a building (including all external elements such as horizontal or vertical fins) measured in any direction (including diagonally across the building) is:
  - a. 50m for residential accommodation and serviced apartment developments,
  - b. 100m for all other development (as illustrated on **Figure 40: Maximum horizontal dimension of a non-residential building above Street Frontage Height**).
5. The minimum depth of buildings located between Central Avenue and the north-south laneway is 16m.
6. Podiums are to not exceed a maximum horizontal length of 150m.
7. Building elevations incorporate measures such as:
  - a. modulation of massing in the vertical and / or horizontal planes, including recesses and projections
  - b. elements of a finer grain attached to the main structural framing such as sun shading devices.



**Figure 40** Maximum horizontal dimension of a non-residential building above Street Frontage Height

Source: City of Sydney

## 9.5 Ground storey frontages

### Value statement

This section provides objectives and guidance related to the interface between the buildings and the public domain. This considers matters relating to the use and design of the ground floor frontages and outlining required setbacks and separation distances. This aims to establish a high amenity and activated ground plane at Central Precinct where activities within buildings can positively contribute to the public domain and publicly accessible spaces.

### Objectives

- a) To ensure ground storey building frontages:
  - i. contribute to a vital, lively, high amenity and safe public domain
  - ii. provide people oriented and well-designed street frontages appropriate to the role and characteristics of adjoining publicly accessible spaces
  - iii. provide fine grain tenancy frontages to Central Green and the north-south laneway the vitality and liveliness of these publicly accessible spaces
  - iv. allow for active frontages and outdoor dining opportunities
  - v. support the economic viability of Central Precinct and businesses.

### Guidance

1. Ground storey building frontages are provided in accordance with **Figure 41: Ground storey frontages** and **Table 9: Central Precinct guidelines for ground storey building frontages**
2. Fine grain retail tenancies:
  - a. are encouraged to be located along the north-south laneway and fronting Central Green
  - b. include a diverse range of:
    - i. smaller scale business premises and retail premises, including shops, restaurants and cafes
    - ii. creative and cultural spaces
  - c. achieve a density of frontages that provides a high level of variety and pedestrian interest.
3. Where in appropriate locations having regard to amenity outcomes, ground storey building frontages are encouraged to include uses that provides activation during the day and night such as small bars.
4. Ground storey building frontages includes measures such as:
  - a. positioning areas for respite and pause in locations that promote overlooking of the public domain and publicly accessible managed space
  - b. incorporating large doors or windows into building lobbies and spaces
  - c. not locating activities that are sensitive to public view, such as ground level office space, in locations where direct overlooking from the public domain or publicly accessible managed space can occur
  - d. minimising the extent of vents, mechanical plant and other operational requirements in areas that front onto the public domain or publicly accessible managed space through consolidation
  - e. fitting security grilles internally behind the shopfront and designed to be fully retractable and at least 50% transparent when closed.
5. Ground storey building frontages are to be the same level as the public domain or publicly accessible space, subject to existing flooding and heritage constraints.
 

**Note:** exceptions may be made to secure adequate protection from intrusion by water or other elements
6. Where possible, ground storey building frontages incorporate adequate protection for pedestrians from wind and rain through the use of elements such as cantilevered awnings.
7. Building entrance points connect at grade to the adjacent public domain and publicly accessible space.

8. Access for pedestrians to each building is direct and legible.
9. Outdoor dining areas:
  - a. are encouraged to be provided in appropriate locations where they do not conflict with high volume pedestrian movement areas, in particular where adjoining key parks and squares such as Central Green
  - b. have a layout and design that supports the role and characteristics of publicly accessible spaces and adjoining buildings.

**Table 9 Central Precinct guidelines for ground storey building frontages**

Frontage	Guidelines
<b>Active frontage</b>	<ul style="list-style-type: none"> <li>Primarily small units, many doors</li> <li>Large variation in function</li> <li>No blank walls and few passive units</li> <li>Lots of character in facade relief</li> <li>Primarily vertical facade articulation</li> <li>Good details and material</li> </ul>
<b>Mixed frontage</b>	<ul style="list-style-type: none"> <li>Large and small units</li> <li>Modest variation in function</li> <li>Some blind and passive units</li> <li>Modest façade relief</li> <li>Few details</li> </ul>
<b>Prince Alfred Park frontage</b>	<ul style="list-style-type: none"> <li>Frontage primarily to open active recreational facility space at ground floor frontage</li> <li>Multiple large and small units and building entrance points</li> </ul>
<b>Goods Line frontage</b>	<ul style="list-style-type: none"> <li>No active frontage at Goods Line frontage level due to level difference and bus layover facility</li> <li>Passive surveillance measures to be implemented</li> </ul>
<b>Goulburn Street Car Park frontage</b>	<ul style="list-style-type: none"> <li>Active frontages to be provided along Goulburn Street frontage</li> <li>Lobby access to be provided from Goulburn Street and Castlereagh Street</li> <li>Retains rail infrastructure frontage along Castlereagh Street and Elizabeth Street where elevation change exposes existing rail corridor</li> </ul>



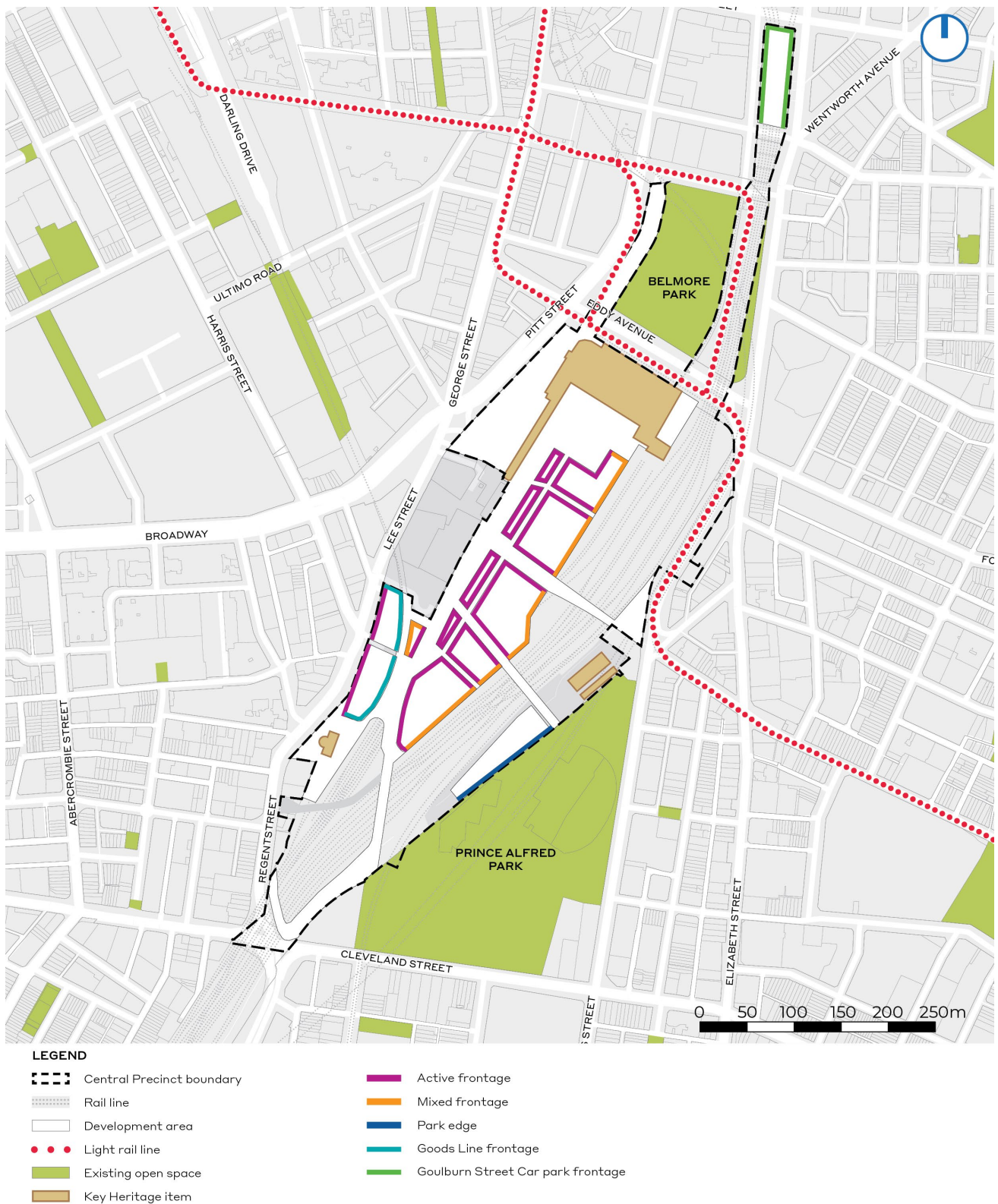


Figure 41 Central Precinct ground storey frontages

## 9.6 Noise and vibration

### Objectives

- a) To ensure an appropriate level of amenity in relation to noise and vibration is provided for workers, visitors and residents.

### Guidance

1. A Noise and Vibration Impact Assessment is to be prepared by a suitably qualified acoustic consultant when submitting a development application for a new building at Central Precinct.
2. The Noise and Vibration Impact Assessment is to consider and respond to noise and vibration impacts from the Sydney rail yard and adjacent suburban network, the surrounding road network, mechanical equipment and other systems, construction and other potential noise and vibration sources.
3. The repeatable maximum LAeq(1hour) for residential buildings and serviced apartments must not exceed the following levels:
  - a. for closed windows and doors:
    - i. 35dB for bedrooms (10pm-7am)
    - ii. 45dB for main living areas (24 hours).
  - b. for open windows and doors:
    - i. 45dB for bedrooms (10pm-7am)
    - ii. 55dB for main living areas (24 hours).
4. Where natural ventilation of a room cannot be achieved, the repeatable maximum LAeq(1hour) level in a dwelling when doors and windows are shut and air conditioning is operating must not exceed:
  - a. 38dB for bedrooms (10pm-7am)
  - b. 48dB for main living areas (24 hours).

**Note:** Residential apartments are to in accordance with Section 4B – Natural ventilation and Section 4J – Noise and pollution of the ‘Apartment Design Guide’ (Department of Planning and Environment, July 2015), and as time to time, amended.
5. Internal noise levels and vibration for non-residential uses are to comply with AS2107 2016: recommended design sound levels and reverberation times for non-residential uses.
6. The overall design and layout of dwellings, where appropriate, is to include the following noise attenuation measures:
  - a. a limit on window size and number where oriented towards an intrusive noise source
  - b. seals at entry doors to reduce noise transmission from common corridors or outside the building
  - c. minimisation of the number of shared walls with other dwelling units
  - d. storage, circulation areas, and non habitable rooms to buffer noise from external sources
  - e. double or acoustic glazing
  - f. operable acoustic screens to balconies.
7. A Construction Noise and Vibration Management Plan is to be prepared by a suitably qualified acoustic consultant when submitting a development application for a new building at Central Precinct. This management plan is to detail:
  - a. the relevant noise and vibration criteria
  - b. the planned hours of work
  - c. any significant works that will take place at these times, and any that are likely to exceed noise and vibration criteria
  - d. what steps will be taken to mitigate this, including reducing noise levels.

## 9.7 Reflectivity

### Objectives

- a) Minimise the reflection of sunlight from buildings to surrounding areas and buildings. (b) Ensure that building materials do not lead to hazardous, undesirable or uncomfortable glare to pedestrians, motorists or occupants of surrounding buildings.

### Guidance

1. A Reflectivity Report that analyses potential solar glare from the proposed building design may be required for tall buildings.
2. Generally, light reflectivity from building materials used on facades must not exceed 20%.

## 10.0 Design Excellence

### Value statement

This section contains objectives and guidance to guide design excellence and urban form at Central Precinct. All buildings contribute to the urban and public domain character of a city. It is important that design excellence is a fundamental consideration in the assessment of development applications. In recognition of this, the design of all new buildings publicly accessible spaces within the Central Precinct will be required to be the subject of a design excellence process including competitions, design review and design governance in accordance with the endorsed Design Excellence Strategy for Central Precinct.

### Related planning documents

The objectives and guidance contained in this section should be read in conjunction with the following planning documents:

- Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018)
- NSW State Design Review Panel Terms of Reference
- City of Sydney Competitive Design Policy.

### Objectives

- a) To establish a collaborative process that ensures development demonstrates design excellence in architectural, urban and landscape design having regard to:
  - i. the strategic intent for Central Precinct as a job, innovation, and technology hub
  - ii. its location in Central Sydney
  - iii. Connecting with Country
  - iv. heritage
  - v. public domain
  - vi. streetscape
  - vii. built form scale and massing
  - viii. sustainability (social, environmental, and economic).
- b) Encourage First Nations involvement throughout the design excellence process.
- c) Deliver building design and landscape outcomes as an expression of Connecting with Country.
- d) Delivers design diversity across the precinct in an aesthetically appealing, innovative, participatory, and improved experience.
- e) Encourage community participation in the design process.
- f) Raise the profile and importance of design.
- g) Provide regional, national, and global awareness of the Central Precinct Renewal Program.
- h) Recognise the inherent complexity of creating a mixed-use precinct over and adjacent to an active rail corridor and the resulting need for a deep level of coordination between project stages, buildings and the public domain.
- i) Establish a design excellence culture throughout the development and delivery team and embed this culture into the future project governance frameworks.
- j) Recognising the importance of Central sitting at the heart of the NSW and Sydney Metropolitan transport network and the need for the NSW government to guide the renewal over the long term undertaken by TfNSW with a development partner. (TfNSW will not be selling individual development parcels).
- k) Establish a bespoke Design Excellence approach that facilitates coordination and precinct wide site planning and design excellence.
- l) Establish a platform for design diversity within the constraints of developing adjacent to and over an active rail corridor.

## Guidance

1. Buildings and publicly accessible spaces within Central Precinct are to be the subject of a design excellence process in accordance with:
  - a. a Design Excellence Strategy that has been agreed with the NSW Government Architect, or
  - b. the City of Sydney Competitive Design Policy or the relevant NSW Government Architect competitive design policy at the time.
2. Any Design Excellence Strategy prepared for the Central Precinct is to:
  - a. be prepared in consultation with the NSW Government Architect and City of Sydney; and
  - b. give effect to the objectives for Design Excellence (as set out above).
3. Updates to an agreed Design Excellence Strategy for Central Precinct may be made, subject to further consultation with the City of Sydney and agreement of the NSW Government Architect.

## 11.0 Heritage

### Value statement

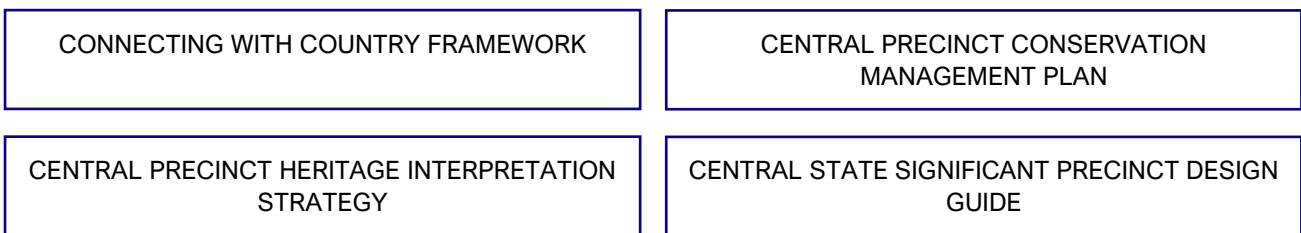
Central Precinct is recognised for its exceptional heritage value at the state and national level. With the Sydney Terminal and Central Railway Stations Group being listed in the State Heritage Register, the Central Precinct is important as a complex set of interrelated heritage structures, buildings and objects, all of which contribute to the overall heritage value of Central Precinct.

The site has a long history of development and change to address the often quickly changing needs of rail and other transport within, and to and from the city. A key aspect of future planning is managing the complex heritage values of the Precinct while accommodating transport upgrades and non-transport related development. One of the principal objectives for heritage planning within the Central Precinct involves the appropriate management of its significant heritage components, and to ensure that these components are respected during any change or development.

Heritage conservation and adaptation does not preclude change but must respond to the heritage values, constraints and opportunities that exist across the Precinct. A key element of the vision and objectives for the Precinct is to deliver future over-station development above the original Country and Interstate platforms. Over-station development will inevitably have an impact on heritage values. Managing how a proposed over-station development would take place, and minimising the potential for major adverse heritage impacts is a main consideration in heritage management of the Central Precinct.

All decisions about the future of the Central Precinct, including the potential for change, must be undertaken with regard to the management of the key heritage values and significance of the place, and the potential for adverse heritage impacts to these values. Where new developments or changes are proposed, the potential adverse impacts to the Precinct and its individual components must be managed, minimised or mitigated. These decisions should be guided by the following heritage documents which form the core heritage framework for the Central Precinct and will guide the preparation of future plans and assessments for proposed works.

### HERITAGE FRAMEWORK



The intent of this Design Guide is to ensure that decisions about change are made having regard to the heritage significance of each component and the Precinct as a whole, and that opportunities to improve the understanding and appreciation of significance are taken.

This Design Guide is based on the core heritage principles that:

- change should be based on an understanding of heritage significance,
- the level of change should respect the heritage significance of the item or area, and
- where change is proposed which involves heritage components, ensure that options have been explored and that any potential adverse impacts are managed, minimised or mitigated.

### Related planning documents

The objectives and guidance contained in this section should be read in conjunction with the following planning documents:

- NSW Heritage Act 1977
- Australian ICOMOS Burra Charter 2013
- NSW Heritage Office Design in Context 2005
- NSW Heritage Office Better Placed – Design Guide for Heritage 2008
- NSW Heritage Office Principles of Conservation Work on Heritage Places 1999
- Conservation Management Plans for specific buildings in the Precinct and within the vicinity of the proposed development
- Australia International Council on Monuments and Sites (ICOMOS) Charter for Conservation of Places of Cultural Significance (The Burra Charter) 2013
- Central Precinct Conservation Management Plan, Artefact Heritage, 2022
- Central Precinct Heritage Framework, Tonkin Zulaikha Greer, 2021
- Central Precinct Heritage interpretation Study, Artefact Heritage, 2022
- Central Precinct Aboriginal and Non-aboriginal Study, Artefact Heritage, 2022
- Central Precinct Archaeological Management Plan, Artefact Heritage, 2022
- Central Station Lighting Strategy Vols 1 & 2, report prepared for Sydney Trains by Tonkin Zulaikha Greer and Steensen Varming July 2020
- Prince Alfred Substation Adaptive Reuse Strategy, Heritage21, October 2019.

Term	Definition
<b>Conservation</b>	Conservation includes preservation, protection, maintenance, restoration and adaptation. (NSW Heritage Act 1977 definitions)
<b>Heritage item</b>	Heritage item means a building, work, place, relic, tree, object or archaeological site the location and nature of which is described in Schedule 5 of the <i>Sydney Local Environmental Plan 2012</i> (Standard Instrument—Principal Local Environmental Plan 2006) NSW Heritage Act 1977 <b>State heritage significance</b> , in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item. <b>Local heritage significance</b> , in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.
<b>Heritage Interpretation</b>	Interpretation means all the ways of presenting the cultural significance of a place. (Burra Charter, Article 1.17); The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and engagement, and be culturally appropriate. (Burra Charter, Article 25)

**Note:** Definition for other terms used within this section are in accordance with the definitions of the Burra Charter, Article 1)

## 11.1 Heritage conservation

### Objectives

- a) Development should:
  - i. celebrate the heritage significance of the Central Precinct as a major historic transportation hub.
  - ii. embed heritage values into the design and development of a unique, place-based destination by demonstrating design excellence and design quality.
  - iii. promote conservation of the heritage values throughout the Central Precinct.

- iv. aim to enhance the aspects of the place that are intrinsic to its value including design, fabric, built form, spaces, uses, functions, settings, landscapes, views, and intangible values.
- v. be informed by heritage specialist advice and specialist expertise.
- vi. appropriately respond to the historic visual, physical and spatial character of Central Precinct, having regard for the scale, design and materiality of significant buildings and structures.
- vii. remain contemporary in architectural expression but sympathetic in design detail, clearly demarcating historic and new fabric.
- viii. avoid unacceptable visual impacts to identified significant views and vistas.
- ix. prioritise the retention and sensitive adaptive reuse of heritage items, ensuring the protection of their significant features, spaces and fabric and sustaining their long-term viability within the Precinct.
- x. deliver high quality entry points to the Precinct that respond to the existing heritage character and fabric whilst improving connectivity to the surrounding city
- xi. ensure the legibility of the different phases of historic development at Central Railway Station and its place as the centre of the railways in NSW
- xii. incorporate high quality, holistic interpretation integrated within the design and delivery of new public spaces and experiences.
- xiii. ensure interpretation speaks to the diversity, depth, and longevity of the site's history to enrich the visitors experience and understanding of the place.

## Guidance

1. Development proposals are to be informed by specialist heritage advice, with heritage input into the design development process and heritage participation through the Precinct Design Excellence Strategy
2. Development is to be informed by the policies and recommendations of the Central Precinct Conservation Management Plan (CMP) prepared by Artefact Heritage and dated May 2022
3. Development applications for new buildings or works are to be accompanied by a Statement of Heritage Impact (SoHI) that:
  - a. demonstrates how the development has been informed by the policies and guidelines of the Central Precinct CMP, and any other relevant conservation management document that may apply
  - b. is prepared in accordance with the NSW Heritage Manual 'Conservation Management Documents'
4. Where the development application proposes the full or partial demolition of a heritage item or element, the Statement of Heritage Impact is to:
  - a. demonstrate why the element, building or part of the building is not capable of retention or re-use
  - b. identify and describe the options that were considered when arriving at a preferred development outcome and the reasons for choosing the preferred option
  - c. include a statement from a quantity surveyor comparing the cost of demolition to the cost of retention if the demolition is recommended primarily on economic grounds
  - d. include a report by a suitably qualified structural engineer if the demolition is proposed based on poor structural condition
5. Prior to the full or partial demolition of a heritage item or element archival photographic recording is required prior to any work being carried out.
6. Proposed development is to be designed with regard to the heritage values of the Central Precinct as a whole, the buildings, elements and spatial arrangements of the immediate and broader site encapsulated in its heritage curtilage. Building forms and design treatments of any new development must consider and positively respond to the heritage values of the place.



7. Commensurate with the exceptional heritage values of the place, new development within the Precinct should aspire to achieve excellence in design and innovation. New elements should be sympathetic to the significance of the site, while offering a creative and high-quality layer of design that is in keeping with the significance of Central Station.
8. Architectural detailing of new developments should consider their interface to heritage buildings within the immediate vicinity, and should have regard to form, colour, materials, and the prevailing character of the heritage setting.
9. Buildings and public domain are to be constructed of durable and robust materials, commensurate in quality with their historic counterparts and in keeping with the relevant policies of the Central CMP. New materials should seek to unify historic elements and remain complementary to the historic character of Central Station.

## 11.2 Heritage conservation in sub-precincts

The following precinct specific heritage design guidelines are provided in addition to the broader guidance contained within Section 11.1 of this Design Guide.

### Guidance for Central Station sub-precinct

1. All buildings of 'Exceptional' and 'High' significance as identified in the **Central Station Conservation Management Plan 2022** should be maintained and conserved, particularly their external presentation, form and scale
2. Vertical additions should be avoided above the Main Terminus Building and the West Wing Extension and guided by the **Central Station Conservation Management Plan 2022**.
3. Alterations and additions to internal spaces of the West Wing Extension and Main Terminus Building are permissible within areas which have been identified as of Moderate heritage significance (or lower) in the **Central Station Conservation Management Plan 2022**. In areas of higher significance, additional care should be taken.
4. Where possible, activate underutilised spaces within the Main Terminus Building, West Wing Extension and Grand Concourse for public use to help create a renewed sense of place, having regard for historic significance and function.
5. Where possible, reactivate historic connections with Eddy Avenue and Chalmers Street as the main pedestrian approaches to Central Railway Station.
6. Where possible, recognise the historic innovation of Central as a multi-level transport interchange innovation in the design of new interventions.
7. The Western Forecourt should remain predominantly open to the sky
8. Where possible, retain internal view corridors between the Grand Concourse and the Country and Interstate platforms. Where significant view corridors cannot be retained, consider opening up new sightlines or delivering new elevated viewing locations within nearby new developments.
9. Internal fit outs are to be bespoke and site-specific and are to avoid obscuring significant features and architectural qualities particularly in spaces of 'Exceptional' and 'High' significance as identified in the **Central Station Conservation Management Plan 2022**.
10. Opportunities to adaptively reuse spaces within the West Wing Extension and Main Terminus Building for new functions where suitable rail or transport functions are not available should be explored.
11. Opportunities to reinstate the former Booking Hall volume and architectural features should be investigated and undertaken as part of any major works to the building or space.
12. Opportunities to enhance public access and the urban setting of the station, which include heritage interpretation, should be explored
13. Opportunities to interpret historic external lighting in this sub-precinct should be explored.

### Guidance for Northern OSD sub-precinct

1. New development should seek to mitigate impacts to significant archaeological elements and other subterranean elements of Exceptional and High significance in this sub-precinct including the Bondi Sewer (beneath the Country and Interstate platform area) as identified in the **Central Precinct Archaeological Site Plan 2022**.
2. New development should be designed to respond to the heritage context in terms of character, scale, form, siting, materials and colour, and detailing.
3. Development setbacks should provide adequate separation of potential tower forms to mitigate visual impacts on the heritage context of the Central Precinct and surrounding areas.
4. New development in the sub-precinct should be guided by the Opportunities and Constraints identified in the **Central Station Conservation Management Plan Precinct 3 Inventory 2022**. The development should be set back from the Main Terminus Building and clocktower in order to respect the heritage setting, character, form and scale of the item and its visual connection to other heritage items in the vicinity, in accordance with Section 11.1 of this Design Guide.
5. Where possible retain significant view corridors and vistas to the Sydney Main Terminus Buildings, Central Electric Building and platforms, as outlined in the **Central Station Conservation Management Plan 2022**. Where these significant view corridors cannot be retained, consider opening up new sightlines or delivering new elevated viewing locations within nearby new developments.
6. Opportunity to reuse and enhance the existing baggage subway network for use as public pedestrian access across the Station should be explored
7. Opportunity for the development of new public spaces and urban settings which include heritage interpretation in this sub-precinct should be explored
8. Opportunities to interpret the Country and Interstate Platforms including the canopy form and fabric, and access to natural daylight and natural ventilation through design elements within the over station development should be explored.

### Guidance for Southern OSD sub-precinct

4. New development should seek to minimise impacts to significant archaeological elements and other subterranean elements of Exceptional and High significance in this sub-precinct including the Prince Alfred Sewer (beneath the Sydney Yards) as identified in the Central Precinct Archaeological Site Plan 2022.
5. Development setbacks should provide adequate separation of potential tower forms to mitigate visual impacts on the heritage context of the Central Precinct and surrounding areas.
6. New development at the southern-most extent of the sub-precinct should seek to mitigate visual impacts on the adjacent Cathedral of the Annunciation of Our Lady including the belltower, and be guided by the **Central Station Conservation Management Plan Precinct 4 Inventory 2022**
7. New development should seek to minimise adverse impacts on the highly significant fabric and function of the Cleveland Street Bridge
8. Where possible retain significant view corridors and vistas to the Sydney Main Terminus Building, Central Electric Building and platforms, Mortuary Station and Prince Alfred Substation as outlined in the **Central Station Conservation Management Plan 2022**. Where these significant view corridors cannot be retained, consider opening up new sightlines or delivering new elevated viewing locations within nearby new developments.
9. Opportunity for the development of new public spaces and urban settings which include heritage interpretation in this sub-precinct should be explored.

### Guidance for Regent Street Sidings sub-precinct

1. Conserve Mortuary Station, its platform and remnant tracks in the Sydney Yard. Changes to the overall layout and fabric of the Station should be minimised in keeping with the conservation policies contained in the **Central Station Conservation Management Plan Precinct 1 Inventory 2022** and the **Mortuary Station Conservation Management Plan 2000**.
2. The historic landscape setting of Mortuary Station should closely inform future design and adaptive reuse proposals.
3. New buildings within the SHR curtilage of Mortuary Station should be avoided in accordance with the **Central Station Conservation Management Plan 2022** and the Mortuary Station Conservation Management Plan 2000.
4. Vertical additions to Mortuary Station Building should be avoided in accordance with the **Central Station Conservation Management Plan Precinct 1 Inventory 2022** and the **Mortuary Station Conservation Management Plan 2000**.
5. Interpretation should be included in any proposal associated with Mortuary Station within this sub-precinct
6. Opportunities to adaptively reuse Mortuary Station for viable uses within the existing building and spaces should be explored.
7. New development should be designed to respond to the heritage context in terms of character, scale, form, siting, materials and colour, and detailing.
8. Development setbacks should provide adequate separation of potential tower forms to mitigate visual impacts on the heritage context of Mortuary Station, adjacent heritage items and local Heritage Conservation Area (C9 'Chippendale').
9. New development in the sub-precinct should be guided by the Opportunities and Constraints identified in the **Central Station Conservation Management Plan Precinct 1 Inventory 2022**. The development should be set back from Mortuary Station in order to respect the heritage setting, character, form and scale of the item and its visual connection to other heritage items in the vicinity, in accordance with Section 11.1 of these Design Guide.
10. New development should seek to retain and interpret the remnant railway tracks adjacent to Mortuary Station leading to the Goods Line, and minimise impacts to the extant structures of the Ultimo Railway Overbridge and Darling Harbour Cut where possible as outlined in the **Central Station Conservation Management Plan Precinct 1 Inventory 2022**.
11. Where possible, retain significant view corridors and vistas to Mortuary Station as outlined in the **Central Station Conservation Management Plan 2022**. Where these significant view corridors cannot be retained, consider opening up new sightlines or delivering new elevated viewing locations within nearby new developments.
12. Opportunities to adaptively reuse and create public access to the Railway Square Overbridge should be explored, with links to Mortuary Station and the Powerhouse Museum Precinct reinstated.
13. Opportunities to reintroduce discovered artefacts such as the Lee Street turntable as elements of interpretation in the sub-precinct should be explored.

### Guidance for Prince Alfred Sidings sub-precinct

1. Opportunities to conserve and restore the c.1870s workshop buildings and adaptively reuse for a viable function should be explored, as well as a linkage to the surrounding precinct reinstated where possible.
2. Prioritise conservation of the two brick Prince Alfred Substation buildings, restore significant elements, retain and interpret significant moveable heritage onsite and reinstate original fenestration.
3. Vertical additions to the Prince Alfred Substation, Switch House and c.1870s workshop buildings should be guided by the relevant policies of the **Central Station Conservation Management Plan Precinct 2 Inventory 2022** and the **Prince Alfred Substation Conservation Management Strategy 2021**

4. New development should seek to mitigate visual impacts to the Prince Alfred Substation building, Switch House and c.1870s workshop buildings and be guided by the **Central Station Conservation Management Plan Precinct 2 Inventory 2022** and the **Prince Alfred Substation Conservation Management Strategy 2021**
5. New developments should be setback to maintain a heritage curtilage around the significant buildings as set out in Section 8 of these Design Guidelines and Opportunities and Constraints outlined in the **Central Station Conservation Management Plan Precinct 2 Inventory 2022**
6. Where possible, new development should seek to retain significant view corridors and vistas as outlined in the **Central Station Conservation Management Plan 2022**. Where these significant view corridors cannot be retained, consider opening up new sightlines or delivering new elevated viewing locations within nearby new developments.
7. Opportunities for cross connections over the rail corridor within this sub-precinct should be explored to enhance connectivity and appreciation of the Central Precinct
8. Opportunities to adaptively reuse the significant buildings as part of an individual or larger development for the site is encouraged.
9. Opportunities to reintroduce discovered artefacts such as the Chalmers Street turntable as elements of interpretation in the sub-precinct should be explored.

### 11.3 Heritage interpretation

#### Objectives

- a) Provide heritage interpretation with the built form and public domain that connects the contemporary experiences of users of Central Precinct with the diverse tangible and intangible heritage values and stories of Central Precinct

#### Guidelines

1. Development applications for works to parts of the site are to be accompanied by a Heritage Interpretation Strategy that demonstrates how the over-arching '**Central Precinct Heritage Interpretation Strategy**' (Artefact, 2022) has informed the specific proposal, and in particular:
  - a. includes an approach based on the key themes of 'Journeys and Gatherings', together with specific site stories related to the tangible and intangible significance of the heritage item/area
  - b. provides for an integration of heritage interpretation within the built forms and public domain
  - c. includes both Aboriginal and non-Aboriginal heritage interpretation opportunities
  - d. integrates with the 'Connecting with Country' and public art initiatives
  - e. accounts for the archaeological significance of the site and the immediate surrounds
  - f. includes a range of heritage interpretation media that are practically and conceptually accessible, engaging and informative, both on-site and off-site
  - g. is prepared in accordance with the Heritage NSW Interpreting Heritage Places and Items Guidelines

**Note:** TfNSW maintains a copy of 'Central Precinct Heritage Interpretation Strategy'.

## 11.4 Archaeology

### Objectives

- a) Conserve archaeological relics

### Guidelines

1. Where development is likely to affect an archaeological site or a place of Aboriginal heritage significance or potential archaeological site that is likely to have non- Aboriginal heritage significance, development applications are to be accompanied by an 'Archaeological Assessment' prepared by a suitably qualified archaeologist in accordance with the guidelines prepared by the NSW Office and Environment and Heritage  
**Note:** refer to the **Central Station Archaeological Site Plan** (Artefact, 2022) to determine whether the development site has archaeological potential
2. An archaeological assessment is to include:
  - a. An assessment of the archaeological potential of the archaeological site or place of Aboriginal heritage significance
  - b. The heritage significance of the archaeological site or place of Aboriginal heritage significance
  - c. The probable impact of the proposed development on the heritage significance of the archaeological site or place of Aboriginal heritage significance
  - d. The compatibility of the development with conservation policies contained within an applicable conservation management plan or conservation management strategy
  - e. A management strategy to conserve the heritage significance of the archaeological site or place of Aboriginal heritage significance
3. If there is any likelihood that the development will have an impact on significant archaeological relics, development is to ensure that the impact is managed according to the assessed level of significance of those relics

## 12.0 Environmental Sustainability, Climate Change & Waste Management

### Value statement

This section of the Design Guide identifies objectives and guidance for delivering world-leading environmental sustainability outcomes at Central Precinct. This aims to promote action on climate change and contribute to the NSW Government's goal to reduce emissions by 50 per cent below 2005 levels by 2030 and reach net zero emissions by 2050 by setting best practice sustainability and environmental performance measures for the design, construction and operation of public spaces and buildings that will minimise the environmental footprint of Central Precinct.

### 12.1 Energy and greenhouse gas emissions

#### Objectives

- a) To create a low-carbon precinct that contributes to the NSW Government's target of 50% emissions reduction by 2030 and net zero emissions by 2050.

#### Guidance

1. Development is to be capable of enabling a wide range of energy systems approaches, and does not preclude:
  - a. a central thermal plant
  - b. embedded energy systems
  - c. the provision of 100% renewable energy for all energy customers.
2. New buildings deliver a reduction in embodied carbon of at least 30% compared to a reference building as assessed in accordance with the Green Star LCA criteria.
3. Development is to encourage the reduction of emissions from other sources (e.g. refrigerants and waste), prior to offsetting.

### 12.2 High performance precinct and buildings

#### Objectives

- a) To ensure development achieves best practice sustainability and environmental performance measures having regard to energy and greenhouse gas emissions

#### Guidance

1. Development applications for new buildings are supported by an 'Ecologically Sustainable Development Strategy' that demonstrates how the following requirements will be achieved or exceeded for the relevant area and land use:
  - a. entire Central Precinct: 6 star Green Star – Communities rating
  - b. all uses: 6 star Green Star for Buildings rating
  - c. all uses: 6 star Green Star – Performance rating
  - d. commercial premises: 6-star NABERS Energy rating with a Commitment Agreement
  - e. commercial premises: 5-star NABERS Water rating
  - f. commercial premises: silver core and shell WELL rating (or equivalent industry standard)
  - g. commercial premises: 5.5-star NABERS Waste Whole Building
  - h. residential accommodation (common areas only, not for individual dwelling units): 4.5-star NABERS Energy rating with a Commitment Agreement
  - i. hotel: 4.5-star NABERS Energy rating with a Commitment Agreement,
  - j. hotel: 4-star NABERS Water rating.

2. Where provided, the layout and design of a 'Integrated Utilities Hub'<sup>2</sup> demonstrates consideration of opportunities for:
  - a. a micro grid electrical network, which could include an embedded network retailer, HV infrastructure, smart grid demand controls
  - b. on site renewable generation, emergency and stand by power supply, and electrical energy storage for the district
  - c. a district thermal system for building heating, cooling, and thermal energy storage
  - d. a waste water treatment plant and recycled water supply
  - e. a digital infrastructure and internet of things platform
  - f. 5G+ connectivity to support autonomous vehicles in the future.

### 12.3 Electrical energy

#### Objective

- a) To reduce the reliance of fossil fuels within Central Precinct.
- b) To implement an embedded network that is supplied by 100% renewable electricity.

#### Guidance

1. All normally-operating building services (including for food and beverage tenancies) is to operate using electricity as 100% of its energy source (i.e. no reliance on fossil fuels).
2. Design of new development is to be capable of supporting an embedded network that is supplied by 100% renewable electricity.
3. Development is to have capability for embedded generation and battery storage sized for equivalent performance to emergency generator requirements).
4. The electricity network is capable of:
  - a. embedded network retail capability for 100% renewable energy
  - b. embedded generation and battery storage (sized for equivalent performance to emergency generator requirements)
  - c. smart grid controls (demand control, building information modelling (BIM))
  - d. sufficient capacity to support electric vehicle charging, stand-alone and alongside multi-function pole design.
5. Subject to feasibility and other relevant consideration, a private electricity network is encouraged for Central Precinct.

### 12.4 Thermal energy

#### Objective

- a) To be able to treat and re-use 100% of precinct generated waste water for heat rejection and irrigation.

#### Guidance

1. Development is capable of including a Central Thermal Utility that includes centralised heat rejection and an all-electric chilled water and hot-water plant with thermal storage and a 4-pipe thermal distribution network that connects the central plant to all buildings.

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<sup>2</sup> 'Integrated Utilities Hub' is a network of non-BAU infrastructure in the precinct (i.e. waste water treatment plant, on-site energy storage etc.) This may be consolidated physically in a single building, or the OSD basement, or distributed around the precinct.

## 12.5 Solar gain

### Objective

- a) To minimise undesirable solar gain within buildings
- b) To incorporate passive design measures.

### Guidance

1. New buildings seek to achieve no greater than 80W/sqm peak solar cooling load within building perimeter zones (4m adjacent to facade).
2. No more than 55% of new building facades have transparent glazing.  
**Note:** parts of Central Precinct will be highly visible to locations to the east. Achievement of this guideline will need to be balanced with considerable of design excellence outcomes.
3. New buildings include suitable self-shading elements.
4. On-site solar photovoltaic (PV) systems are encouraged on roofs that do not function as a green roof.

## 12.6 Natural ventilation and 'buildings that breathe'

### Objective

- a) To provide capability for natural ventilation within parts of buildings suitable for their intended function and use.

### Guidance

1. New buildings are capable of having at least 40% of their GFA to be naturally ventilated.  
**Note:** Central Precinct exists in a noise constrained environment. Any passive design measures are required to consider and demonstrate how noise has been addressed, and in particular achieve a comfortable indoor environment suitable for the buildings intended purpose.

## 12.7 Climate risk and resilience

### Objective

- a) To improve resilience to potential shocks and stresses, including flooding, heat, storm and bushfire smoke, events.

### Guidance

1. Development applications for new buildings are supported by a 'Climate Risk and Adaptation Plan' that demonstrates how the precinct is capable of functioning effectively under predicted climate change impacts associated with the RCP8.5 scenario (flooding, heat, extreme storm, humidity).



## 12.8 Systems

### Objective

- a) To provide for flexible and adaptive systems with the capacity to be changed subject to uncertain future pressures.

### Guidance

1. Sufficient space for heating, ventilation, and air conditioning and other building services is to be provided that is capable of accommodating equipment sized for future climate scenarios and designed to manage extreme events like bushfire smoke, hailstorms, etc.

## 12.9 Circular economy and materials

### Objective

- a) To contribute to circularity in the use of resources and materials, including through reducing waste generation and diversion of waste to landfill.
- b) To support building longevity beyond their original intended use.

### Guidance

1. Development seeks to maximise re-used material or material from a renewable source in construction.
2. Development is capable of delivering a low-emissions approach to the construction of the precinct and its embodied carbon impacts.
3. Buildings are designed to be capable of accommodating alternative future uses beyond conventional office based workplaces.
4. The provision of space for public place circular economy infrastructure (e.g. return and earn machine) is encouraged.

## 12.10 Waste management

### Objectives

- a) To apply the City of Sydney's Guidelines for Waste Management in New Developments for development in Central Precinct.
- b) To reduce the amount of construction and demolition waste going to landfill
- c) To reduce amount of waste generated in the operation of a development from going to landfill and maximise resource recovery.

### Guidance

1. A Waste and Recycling Management Plan consistent with City of Sydney's Guidelines for Waste Management in New Developments and NABERS Waste is to be submitted with any DA and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.
2. The Waste and Recycling Management Plan is to include the following with regards to the management of demolition and construction waste:
  - a. details regarding how waste is to be minimised during the demolition and construction phase
  - b. estimations of quantities and types of materials to be re-used or left over for removal from the site
  - c. details regarding the types of waste and likely quantities of waste to be produced

- d. a site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas
  - e. targets for recycling and reuse
  - f. nomination of the role/person responsible for ensuring targets are met and the person responsible for retaining waste docket from facilities appropriately licensed to receive the development's construction and demolition waste
  - g. confirmation that all waste going to landfill is not recyclable or hazardous
  - h. measures to reuse or recycle at least 90% of construction and demolition waste.
3. The Waste and Recycling Management Plan is to include the following with regard to the management of operational waste:
- a. a. plans and drawings of the proposed development that show:
    - i. the location and space allocated within buildings to the waste and recycling management systems
    - ii. the nominated waste collection point/s for the site
    - iii. the path of access for users and collection vehicles
  - b. estimates of waste and recycling that will be generated
  - c. number of bins and collection frequency to manage waste generated
  - d. details of the on-going management of the storage, separation and collection of waste and recycling, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas
  - e. where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste and recycling management arrangements
  - f. measures to reuse or recycle waste from industrial, commercial and residential operations, in line with relevant third party certification requirements
  - g. demonstrates a 60% quantity reduction (from business-as-usual) in operational waste to landfill, including through consideration of:
    - i. establishment of a Centralised Waste Management Network for storage and collection
    - ii. separation and recycling of recoverable waste by type.
4. Development is to provide adequate space within buildings for waste infrastructure and accessibility for waste collection vehicles.
5. The waste and recycling storage area is to be adequately ventilated by either:
- a. natural ventilation openings to external air. The dimension of the openings are not to be less than 5 per cent of the bin bay or bin room floor area
  - b. a mechanical exhaust ventilation system in accordance with relevant Australian standards.
6. Waste and recycling management systems are to provide adequate space for the collection of organic waste for offsite processing.

## 12.11 Digital

### Objectives

- a) To embed precinct-wide technology, including the Internet of Things (IoT) sensors, to enable the collection and use of data to support environmental and sustainability outcomes.

### Guidance

1. Development applications are accompanied by a 'Digital Strategy' that shows how a digital framework and emerging technologies can be embedded that considers the following attributes:
  - a. is preferably a single data management and operational platform
  - b. includes physical infrastructure (eg, power, fibre, conduit, pits, sensors and multi-function poles) and considers associated soft infrastructure (eg, data collection, storage, management and decision support systems)
  - c. the provision of public Wi-Fi in publicly accessible areas
  - d. provides smart grid controls for demand control and building systems integration
  - e. enables real-time reporting of sustainability metrics relating to whole of life carbon, mobility patterns, water consumption, heat, air quality and waste management
  - f. enables the circular economy and materials reduction strategies to interface with the proposed digital engineering strategy
  - g. enables heritage interpretation within a range of digital amenities
  - h. are digitised applications which are compatible to allow ingesting into NSW data platform (Spatial Digital Twin)
  - i. enables predictive building modelling of sustainability measures to optimise performance
  - j. is compliant with current NSW Government standards and policies including cybersecurity, Internet of Things (IoT) to enable interoperability and cyber security across the precinct.

## 13.0 Green Infrastructure, Ecology, Urban Forest & Greening

### Value statement

This section of the Design Guide identifies objectives and guidance to ensure the delivery of a high quality and resilient green infrastructure network at Central Precinct. Green infrastructure such as urban greening and tree canopy cover will play an important role in enhancing the amenity of Central Precinct by reducing urban heat and improving air quality, while also supporting biodiversity by providing new habitat features. This will also contribute to the City of Sydney's greening and urban forest targets, outlined in the Greening Sydney Strategy. Green infrastructure also contributes to enhanced community health and wellbeing that support sustainable communities.

#### Related planning documents

The objectives and guidance contained in this section should be read in conjunction with the following documents:

- Urban Green Cover in NSW Technical Guidelines (OEH, 2015),
- Greener Places (GANSW, 2020),
- Draft 'Greener Places Design Guide (GANSW)
- Greening Sydney Strategy (CoS, 2021).

### 13.1 Landscape character

#### Objectives

- a) To provide an integrated, connected and multifunctional landscape character including network of greening and canopy cover that:
  - i. connects Central Precinct with natural features and processes
  - ii. enhances people's physical and mental health and wellbeing
  - iii. supports biodiversity and connection and access to nature
  - iv. considers heritage-significant landscape features where possible
  - v. reduces urban heat
  - vi. creates microclimates
  - vii. filters stormwater on-site through natural measures
  - viii. provides habitat for suitable fauna
  - ix. reduces pests and weeds
  - x. contributes to cleaner air
  - xi. provides high quality shade
  - xii. provides high rates of evapotranspiration
  - xiii. contributes to delivery of the Sydney Green Grid.

**Note:** the Sydney Green Grid is outlined in the Region Plan and the District Plan.

- b) To ensure green and canopy cover contributes to the City's greening and urban forest targets outlined in the Greening Sydney Strategy.

#### Guidance

1. Greening and canopy cover is provided:
  - a. in accordance with **Table 10: Planting character for publicly accessible areas** and the relevant planting species identified in **Schedule 2: Species Index**
  - b. considering microclimatic conditions (i.e. solar and wind), including for green roofs and walls.

2. Development is to achieve the tree canopy and greening targets in **Table 11: Central Precinct targets for tree canopy**.
3. Development is required to incorporate greening and canopy cover on rooftops.
4. Vegetation is to be planted to encourage evapotranspiration, including through:
  - a. clustering of planting
  - b. grouping of canopy trees.
5. Evapotranspiration gardens:
  - a. have a minimum of 40% canopy cover
  - b. are preferably planted with species having a high leaf area index
  - c. include layered plantings, comprising a canopy layer having trees with dense canopies and a high leaf area index, a mid-storey layer that is kept relatively clear to increase visibility and permeability and an understorey / groundcover layer that includes forbs that prefer a high moisture environment and enhance humidity such as ferns and rushes
  - d. have planting beds provided with soils having a high level of organic matter to retain higher moisture content
  - e. has access to recycled water of suitable quality stored in the cellular structure of the over-station deck to provide water for evapotranspiration gardens.
6. A landscaping maintenance plan is to be submitted with any development application that proposes for new plantings to ensure successful establishment, structural integrity and ongoing health of canopy trees and planting, as well as managing weeds, pests and diseases.
7. Development is to demonstrate how it has considered 'Urban Green Cover in NSW Technical Guidelines' (OEH, 2015), 'Greener Places' (GANSW, 2020), the draft 'Greener Places Design Guide '(GANSW) and the Greening Sydney Strategy (CoS, 2021).

**Table 10 Central Precinct planting character areas for publicly accessible areas**

Location	Planting character
<b>Central Green</b>	<ul style="list-style-type: none"> <li>• Dune planting with evapotranspiration groves</li> <li>• City tree planting</li> </ul>
<b>Central Avenue</b>	<ul style="list-style-type: none"> <li>• Gully planting</li> </ul>
<b>Central Square</b>	<ul style="list-style-type: none"> <li>• City tree planting</li> <li>• Gully planting</li> <li>• City creekline palms planting</li> </ul>
<b>Mortuary Station Plaza</b>	<ul style="list-style-type: none"> <li>• Mortuary station cultural plantings</li> <li>• City tree planting</li> </ul>
<b>Eddy Avenue Plaza</b>	<ul style="list-style-type: none"> <li>• Sandstone slopes planting</li> <li>• City tree planting</li> </ul>
<b>Ibero-American Plaza</b>	<ul style="list-style-type: none"> <li>• City tree planting</li> </ul>
<b>Southern Plaza</b>	<ul style="list-style-type: none"> <li>• Gully planting</li> <li>• Meadow planting</li> </ul>
<b>Devonshire Link</b>	<ul style="list-style-type: none"> <li>• City tree planting</li> </ul>

Location	Planting character
East-West Laneway (extending from Prince Alfred Park Bridge)	<ul style="list-style-type: none"> <li>Gully planting</li> </ul>
Prince Alfred Park Bridge	<ul style="list-style-type: none"> <li>Meadow planting</li> </ul>
George Street Bridge	<ul style="list-style-type: none"> <li>Meadow planting</li> </ul>

**Note:** Refer to **Schedule 2: Species Index** to find the specific planting species applicable to each planting character and the relevant location on **Figure 5** and **Figure 24** of this Design Guide.

**Table 11 Central Precinct targets for greening and tree canopy cover**

Location	Land use type*	Tree canopy cover target	Green cover target
Central Green	Iconic Park	40%	65%
Central Square	Civic Open Space	45%	55%
Central Avenue	Civic Open Space	50%	55%
Eddy Avenue Plaza	Civic Open Space	50%	50%
Mortuary Station Plaza	Civic Open Space	20%	55%
Southern Plaza (part of Central Avenue)	Civic Open Space	50%	55%
Western Edge of Central Green (above West Wing for Sydney Terminal Building)	Civic Open Space	0%	10%
Ibero-American Plaza and Chalmers St light rail station	Civic Open Space	10%	16%
Devonshire Link	Civic Open Space	50%	50%
East-West Laneway (extending from Prince Alfred Park Bridge)	Civic Open Space	50%	50%
Devonshire Bridge	n/a	0%	0%
Prince Alfred Park Bridge	n/a	0%	15%
George Street Bridge	n/a	0%	15%
Goods Line	Adaptive reuse of a rail cutting, not a typical land use type	10%	15%
Development blocks	Property	0%	20%

\* Land use types based on City of Sydney's Greening Sydney Strategy

## 13.2 Locally indigenous flora and fauna species

### Objectives

- a) To improve the diversity and abundance of locally indigenous flora and fauna species across the Precinct, consistent with ecological communities that would have naturally occurred in the area.

### Guidance

1. Greening and canopy cover is provided in accordance with **Schedule 2: Species index**, and includes the following communities:
  - a. Eastern Suburbs Banksia Scrub
  - b. Hawkesbury Sandstone Slopes
  - c. Turpentine-Ironbark Forest
  - d. Swamp Forest
  - e. Swamp Woodland.

## 13.3 Soil requirements

### Objectives

- a) To provide sufficient soil volumes to support healthy growth of trees and turfed ground cover.
- b) To establish a connected soil network within the OSD deck that is able to encourage roots to grow laterally, improving tree anchorage where planting above a structure limits the available soil depth.

### Guidance

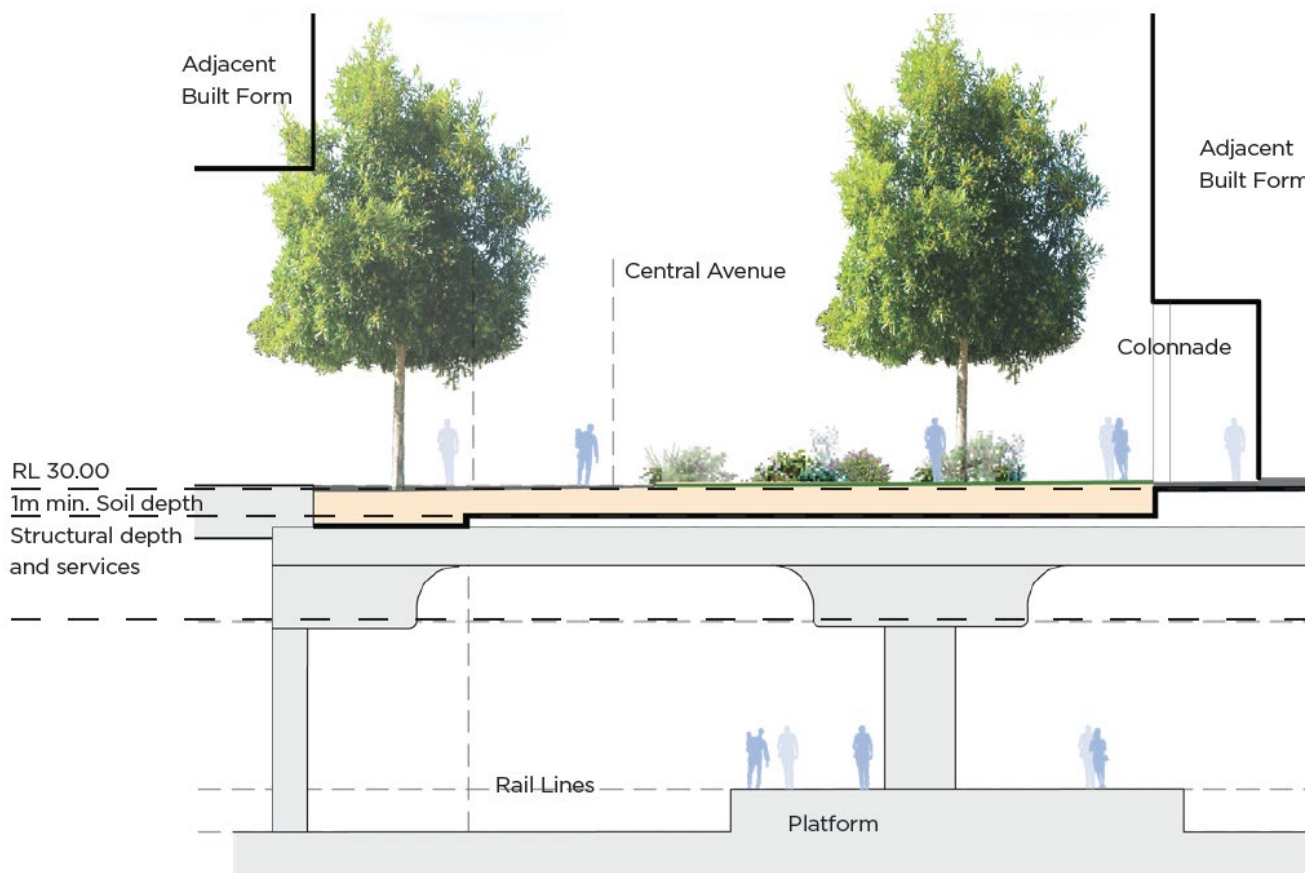
1. Publicly accessible open spaces incorporate areas of turfed and planting on structure with sufficient soil volume, depth and area to support tree planting and growth.
2. The design of publicly accessible spaces is to consider the use of permeable paving or other methods to allow gaseous exchange with soil where trees are planted in paved areas.
3. A connected soil area is to be provided in areas identified in **Figure 42: Connected soil area to support planting on OSD Deck**, to support turf and planting on structure.
4. The connected soil area on the OSD deck is to be connected to the deep soil of Prince Alfred Park.
5. For turfed areas and planting on the OSD structure:
  - a. a minimum soil depth of 1m is to be provided to support the planting of small, medium and large trees
  - b. a minimum of 600mm soil depth for areas of shrub planting
  - c. a minimum of 300mm soil depth for turf planting
  - d. soil volumes for tree planting are to be in accordance with the City of Sydney Landscape Code  
**Note:** soil volume areas may extend underneath paved surfaces where the volumes cannot be provided directly beneath planted areas.
  - e. the soil profile for mass planting above a slab should include a depth of 75mm of mulch, 300mm of organic mix, and appropriate drainage cell and waterproofing
  - f. planting pits are to be designed to encourage roots to grow laterally.
6. Landscaping design in private open spaces (e.g. roof gardens) is to consider the principles and considerations of the City of Sydney Landscape Code with proposed planting design and species being appropriate for the environmental conditions

- A Landscape Plan is to be submitted with a development application for new buildings and/or publicly accessible spaces that details the design of soil depths, profiles and type, taking into account tree species, irrigation, size of rootball, placement and environmental conditions.



Figure 42 Connected soil area to support planting on OSD structure





**Figure 43** Typical Section through Central Avenue showing deck structure and connected soil depth

### 13.4 Significant trees

#### Objectives

- a) To protect significant trees that make a valuable contribution to the environment, culture and heritage of the City of Sydney.

#### Guidance

1. Where in the Prince Alfred Park Sidings sub-precinct, development protects significant trees within Prince Alfred Park.
2. An Arboricultural Impact Assessment (AIA) is to be submitted, in accordance with the Australian Standard for the Protection of trees on Development Sites, with any development applications that may impact on trees. This report is to also assess trees located within adjoining properties (including street trees) where they may be impacted by the proposed works.
3. An AIA submitted with any development application is to be prepared by an Australian Qualification Framework Level 5 arborist who has extensive demonstrated experience in managing significant trees and complex development sites.

## 13.5 Biophilic design

### Objectives

- a) To establish a biophilic environment that provides a material connection for tenants and visitors to natural systems.

### Guidance

1. Building design enables the provision of green roofs and green walls (vertical greening) with preference given to green roofs.
2. Buildings are to be designed to provide a minimum 25% of its roof area as green roofs.
3. Planting design as part of new green roofs are to include a diverse range of plants including locally endemic species, including a range of species which are adaptive to RCP 8.5 conditions.
4. Building roofs are to be clear of mechanical plant to provide capability for green infrastructure.

## 13.6 Biodiversity

### Objectives

- a) To ensure development has a net positive impact on biodiversity and protects threatened species inhabiting Central Precinct.
- b) To create new and improve existing urban habitat for the city's ecosystem.
- c) Development provides habitat connectivity for mobile species between:
  - i. Prince Alfred Park and Belmore Park
  - ii. the Domain, Hyde Park and Moore Park.

### Guidance

1. Development applications are to be accompanied by a 'Biodiversity Management Plan' that details measures to be implemented prior to, during and post construction for:
  - a. protection of threatened fauna species
  - b. establishment and maintenance of foraging, roosting and/or breeding habitat for highly mobile native species such as microbats, birds and insects.
  - c. establishment and maintenance of aquatic and riparian habitat for native species of amphibians and fish
  - d. control of pests and weeds
  - e. requirements for monitoring and adaptive management to demonstrate an increase in biodiversity
  - f. where impacts are proposed to threatened species habitat, establishment of alternative nearby suitable habitat prior to construction commencing.
2. New buildings are to provide appropriate habitat (including foraging and roosting spaces) for mobile species, such as microbats, birds and insects.
3. The design of new buildings are to consider local and regional flyways in landscape, building and infrastructure design and avoid building design elements that could harm flying fauna, such as highly reflective glass building facades.

## 14.0 Water Quality, Flooding & Stormwater

### Value statement

This section of the Design Guide identifies objectives and guidance related to the management of water within the Central Precinct. This seeks to manage how water is utilised sustainably within the precinct while minimising impacts to the capacity of surrounding stormwater infrastructure.

### 14.1 Water positivity

#### Objectives

- a) To be water positive through water efficiency, preservation of non-renewable water resources and reduction in consumption of mains potable water.
- b) To ensure evapotranspiration addresses water efficiency implications.

#### Guidance

1. Development targets 50% of water demand being met with non-potable (or recycled) water supply sources, including through:
  - a. use of local and renewable water sources
  - b. best practice water conserving systems, equipment, fixtures, fittings and appliances
  - c. effective water harvesting and re-use
  - d. waste-water treatment and re-use.
2. Development includes precinct-scale water management, including through landscaping and heat rejection
3. Development provides for secure, recycled water supply for use in irrigating trees and vegetation
4. Recycled water of suitable quality (based on its intended purpose) is to be used for:
  - a. irrigation of vegetation
  - b. any proposed aquatic habitat.
5. Subject to feasibility assessment and the precinct procurement process, provide a reliable recycled water supply, including either through:
  - a. private water recycling scheme
  - b. public authority water recycling scheme
  - c. connection to a shared water recycling scheme via the George St recycled water main, with recycled water being supplied by an independent party (either public or private).
6. As part of a private or public authority water recycling scheme (subject to feasibility assessment and the precinct procurement process), development provides a water recycling facility that can treat 100% of the wastewater from the precinct for re-use in buildings systems and irrigation when considered together with an integrated system of stormwater management and rainwater harvesting that includes green infrastructure.
7. All new development is to provide an Integrated Water Management Strategy that illustrates how buildings will be designed to maximise water efficiency and meet the requirements of this section. The strategy is to:
  - a. include provision of dual plumbed water systems to enable utilisation of the recycled water network for permitted non-potable uses which may include flushing, irrigation, fire fighting and certain industrial purposes
  - b. identify how rainwater and / or stormwater will be harvested and reused on site to maximise sustainable water reuse
  - c. consider how the development will be designed to enable future connection to the George Street recycled water scheme network

- d. identify opportunities for water sensitive urban design including green walls and roofs
  - e. consider both sewer mining and provision for export of treated water to the George St recycled water scheme network (either in conjunction or separately).
8. Each building has a rainwater tank that is capable of being 'topped up' by potable water.
  9. Where evapotranspiration is selected as a key strategy to address urban heat in accordance with this section, water efficiency implications are considered for maintenance is considered as follows:
    - a. the range of cooling benefit that different landscape options contribute
    - b. the range of water intensity of different landscape solutions
    - c. the design implications for landscape location and public amenity.

**Note:** If high evapotranspiration species are chosen, cooling effect is greater, but so too the need for reliable and low-impact water supply. If low-evapotranspiration species are chosen, the cooling effect is lower, but the drought- resilience of the landscape is greater without any additional water re-use systems.

## 14.2 Local drainage management

### Objectives

- a) To assist in the management of stormwater to minimise flooding and impacts to surrounding upstream and downstream areas.
- b) To reduce the effects of stormwater pollution on receiving waterways.

### Guidance

1. As part of an Integrated Water Management Strategy (as required by Guidance 14.1(7), a Local Drainage Management Plan prepared by a suitably qualified engineer with experience in drainage design that addresses:
  - a. the hydrology of the locality and its relationship to the drainage system
  - b. the distribution of soil types and the scope for on-site infiltration
  - c. any expected rise in ground water level due to development
  - d. the role of the principal landscape components on the site for water conservation and on-site detention
  - e. the scope for on-site stormwater detention and retention, including collection of water for re-use
  - f. how any detrimental impacts on the existing hydrology and water quality are proposed to be minimised
  - g. how pedestrian safety is to be ensured
  - h. integration of drainage management responses and open space areas.
2. Drainage systems are to be designed for:
  - a. Development on the OSD Deck:
    - i. stormwater flows up to the 1% AEP event are to be conveyed by a minor drainage system
    - ii. stormwater flows above the 1% AEP event are to be conveyed by a major drainage system
    - iii. designed in accordance with applicable Asset Standards Authority (ASA) requirements, in particular T HR CI 12090 ST Airspace and External Developments
  - b. Within the rail corridor:
    - i. stormwater flows up to the 2% AEP event are to be conveyed by a minor drainage system
    - ii. stormwater flows above the 2% AEP event are to be conveyed by a major drainage system
    - iii. designed in accordance with Asset Standards Authority (ASA) requirements, in particular T HR CI 12130 ST Track Drainage

- c. Remainder of the Central Precinct:
  - i. stormwater flows up to the 5% annual exceedance probability event are conveyed by a minor drainage system
  - ii. stormwater flows above the 5% annual exceedance probability event are conveyed by a major drainage system.
3. The civil drainage design across the precinct is to comply with relevant Australian standards including 3500.3 (2021) Plumbing and Drainage – Part 3 Stormwater Drainage.
4. Civil drainage is to be designed for an RCP 8.5 climate change scenario.
5. The development proposal is to demonstrate how the major drainage system addresses any site-specific conditions and connects to the downstream drainage system.
6. Major drainage systems are to be designed so that ensures that public safety is not compromised.
7. Minor flows from a development site are not to be discharged to the kerb if direct connection to an existing stormwater pipe is available, unless it can be demonstrated there is sufficient capacity within the existing gutter and the flow velocity and depth within the gutter will remain below 25l/s.
8. Development is not to increase peak flows in the receiving stormwater system in minor and major events by more than 10%. Any increase in the peak flows to the receiving stormwater system will require approval of Sydney Water.
9. The post development run-off from impermeable surfaces (such as roofs, driveways and paved areas) is to be managed by stormwater source measures that:
  - a. contain frequent low-magnitude flows
  - b. provide a natural balance between run-off and infiltration
  - c. remove some pollutants
  - d. prevent nuisance flows from affecting adjacent properties
  - e. enable appropriate use of rainwater and stormwater.
10. Post-development stormwater volumes entering the downstream drainage system during an average rainfall year are to be:
  - a. 70% of the volume if no measures were applied to reduce stormwater volume; or
  - b. the equivalent volume generated if the site were 50% pervious, whichever results in the greater volume of detention required.
11. Stormwater detention devices are to be designed to ensure that the overflow and flowpath have sufficient capacity during all design rainfall events, discharge to the public stormwater system without affecting adjoining properties, and are free of obstructions, such as fences.
12. Where filtration and bio-retention devices are proposed, they are to be designed to capture and provide temporary storage for stormwater.
13. Car parking areas and access aisles are to be designed, surfaced and graded to reduce run-off, allow stormwater to be controlled within the site, and provide for natural infiltration of stormwater runoff through landscaping.

## 14.3 Flood planning

### Objectives

- a) To ensure flood planning:
  - i. manages and mitigates flood risk
  - ii. does not exacerbate the potential for flood damage or hazard to existing development and to the public domain
  - iii. ensures that flood risk management addresses public safety and protection from flooding.

### Guidance

1. Development is to manage and mitigate flood risk and must not exacerbate the potential for flood damage or hazard to:
  - a. development within Central Precinct
  - b. to the public domain (including publicly accessible spaces)
  - c. surrounding development upstream and downstream.
2. A flood study is to be prepared by a suitably qualified engineer with experience in drainage design that addresses:
  - a. whether on site detention is required to avoid:
    - i. peak flood level increases in the downstream network for the present day climate conditions 20% AEP, 5% AEP or 1% AEP design rainfall events. The full range of standard duration design rainfall events from 10 mins to 3 hours.
    - ii. where connected to the City of Sydney Council drainage network, increases in the downstream peak flow rate of more than 10%.
  - b. flood impacts, including determining under present day climate conditions, any change as a result of the development in:
    - i. peak flood levels (+/- 0.05 m)
    - ii. flood extents
    - iii. flood risk areas
    - iv. flood hazard categories
  - c. present day climate conditions 20% AEP, 5% AEP, 1% AEP and PMF design rainfall events for the full range of standard duration design rainfall events from 10 mins to 6 hours.
  - d. the impact of the proposed development with a RCP 8.5 climate change scenario is to be undertaken to inform flood planning levels.
  - e. the existing condition flood model is to be refined based on recent detailed ground survey that defines flow paths, storage areas and hydraulic controls.

## 14.4 Stormwater quality

### Objectives

- a) To provide a net improvement to environmental water quality as a result of development, in particular contributing to improving the health of Sydney Harbour.

### Guidance

1. The Integrated Water Management Strategy is to be accompanied by a Stormwater Quality Assessment that demonstrates that the development will achieve the following post-development pollutant load standards:
  - a. reduce the baseline annual pollutant load for litter and vegetation larger than 5mm by 90%
  - b. reduce the baseline annual pollutant load for total suspended solids by 85%
  - c. reduce the baseline annual pollutant load for total phosphorous by 65%
  - d. reduce the baseline annual pollutant load for total nitrogen by 45%.
2. Any Stormwater Quality Assessment is to be prepared by a suitably qualified engineer with experience in water sensitive urban design (WSUD) and include:
  - a. modelling of pollutant load standards with an industry standard water quality model (i.e. MUSIC software)
  - b. the design of WSUD measures used to achieve the post-development pollutant load standards, with consideration of:
    - i. City of Sydney Council Sydney Streets Technical Specifications 2019 A4 Stormwater Drainage Design
    - ii. Transport for NSW Water Sensitive Urban Design Guideline 2017
  - c. maintenance schedules of any proposed WSUD measure that requires maintenance or full replacement including the likely recycling or disposal location of any wastes that may be generated
  - d. integrated water quality management measures incorporated within the over-station deck structure, including green infrastructure in accordance with best practice stormwater management guidelines.
3. Development is to consider inclusion of Water Sensitive Urban Design (WSUD) measures to slow stormwater runoff and improve stormwater quality flowing into waterways such as:
  - a. gross pollutant traps
  - b. passive irrigation
  - c. bio-retention areas
  - d. rainwater harvesting.

## 15.0 Social Sustainability & Infrastructure

### Value statement

This section of the Design Guide identifies objectives and guidance to ensure the delivery of a high quality and resilient social infrastructure, and ensure that adaptable housing is delivered at Central Precinct to accommodate a diverse range of needs and household structures of a buildings lifetime.

Social infrastructure in Central Precinct will include open space, community facilities and spaces to support cultural expression and creative activities, and social and health services for the community. These will provide places and spaces for people to meet, be active, connect, create and learn. They also represent an important touchpoint for service providers to connect with the community through the delivery of services and amenities.

### Related planning documents

The objectives and guidance contained in this section should be read in conjunction with the following documents:

- Environmental Planning and Assessment Act 1979
- Disability Discrimination Act 1992 (DDA)
- Building Code of Australia (BCA)
- Disability (Access to Premises – Buildings) Standards 2010 (Access Code)
- Various Australian Standards, including AS4299-1995 ‘Adaptable housing’, AS1428.1 ‘Design for access and mobility: General requirements for access – New building work’
- Greater Sydney Region Plan – A Metropolis of Three Cities (GSC, 2018)

## 15.1 Community facilities

### Objectives

- a) Development provides for community facilities that:
  - i. promote an inclusive and welcoming precinct
  - ii. facilitate formal and informal community gathering, interaction and celebration
  - iii. cater for the forecast needs of the Central Precinct community, in particular workers and visitors
  - iv. promotes the role of Central Precinct as an innovation and technology precinct
  - v. supports cultural and creative activity
  - vi. celebrates the heritage significance of Central Precinct.

### Guidance

1. The location of community facilities:
  1. is in accordance with **Figure 2: Central Precinct structure plan**, or
  2. an alternative location in the Central Precinct, where the following requirements can be achieved:
    1. is easily accessible to the surrounding local communities of Haymarket, Surry Hills, Redfern and Chippendale;
    2. is in proximity to main activation points, key transport entrances and accessible for everyone
    3. is compatible with and complements other key land uses and spaces within its proximity (e.g. café, open space, plazas, retail).
2. The design of community facilities considers **Table 12: Central Precinct guidelines for the community facilities network**.



**Table 12 Central Precinct guidelines for the community facilities network**

Name	Requirements	Guidelines
<b>Integrated, multipurpose community facility</b>	<ul style="list-style-type: none"> <li>• Minimum 4,000sqm GFA</li> <li>• Caters for the broader local community, with a particular focus on the needs of worker and visitors</li> <li>• Is flexible and multi-functional</li> </ul>	<ul style="list-style-type: none"> <li>• Provides for a wide range of programming and activation, including as a venue for live public events, private functions or temporary art and/or sound installations</li> <li>• May include: <ul style="list-style-type: none"> <li>– quiet spaces</li> <li>– community co-working spaces</li> <li>– community lounge areas</li> <li>– cultural and creative spaces (including makers' spaces and workshops)</li> <li>– performance, exhibition, event and gallery spaces</li> <li>– seminar rooms</li> <li>– a pick-up/drop-off library</li> <li>– travellers aid space which may include a changing places facility, rest rooms, luggage storage etc. This is to be clearly distinguishable from Central Station passenger facilities that support the transport function</li> </ul> </li> </ul>
<b>Local community facility (tech lounge)</b>	<ul style="list-style-type: none"> <li>• Minimum 400sqm GFA</li> <li>• Primarily caters for the needs of workers and residents of Central Precinct</li> <li>• Is flexible and multi-functional</li> </ul>	<ul style="list-style-type: none"> <li>• Is preferably located close to Sydney Terminus</li> <li>• May include a tech lounge / community lounge</li> </ul>
<b>Community and cultural space</b>	<ul style="list-style-type: none"> <li>• Minimum 1,000sqm GFA</li> <li>• Is co-located with the integrated multipurpose facility, but with its own distinctive design</li> <li>• Is co-designed with the Aboriginal community</li> </ul>	<ul style="list-style-type: none"> <li>• Includes dedicated space for local and visiting Aboriginal and non-Aboriginal community members to meet, father, participate in, experience and share culture</li> <li>• Includes dedicated space for cultural practice, learning and play and places for sharing culture</li> <li>• Incorporates indigenous public art</li> <li>• Signage and naming should also reflect/consider local traditional language. Note: for Aboriginal naming, the NSW Geographical Names Board, local language subject matter experts and Aboriginal stakeholder groups are to be consulted</li> </ul>
<b>Child care facility</b>	<ul style="list-style-type: none"> <li>• Primarily caters for the needs of workers and residents of Central Precinct</li> </ul>	<ul style="list-style-type: none"> <li>• Provides capacity for approximately 100 places</li> </ul>
<b>Social / health services hub</b>	<ul style="list-style-type: none"> <li>• Minimum 400sqm GFA</li> </ul>	<ul style="list-style-type: none"> <li>• Provides space for services to co-locate representatives and deliver coordinated services in and around the precinct, potentially on a flexible, rotational basis</li> <li>• Incorporates a public-facing front desk, consulting rooms and meeting rooms</li> </ul>

## 15.2 Affordable housing

### Objectives

- a) To contribute to the provision of affordable rental housing in accordance with the ‘Greater Sydney Region Plan – A Metropolis of Three Cities’ (GSC, 2018).

### Guidance

1. A minimum of 15% of any new residential floor space is to be provided as affordable rental housing for very low and low-income households.
2. The provision of affordable housing may be delivered on-site and/or through monetary contributions.

## 15.3 Adaptable housing

### Objectives

- a) To provide adaptable housing that is designed to be capable of easy modification in the future for occupation and visitation by people with a disability or people who may acquire a disability gradually as they age.

### Guidance

1. Where residential accommodation is provided, adaptable dwellings are provided in accordance with the target rates shown in **Table 13: Central Precinct guidelines for number of adaptable dwellings**.

**Table 13 Central Precinct guidelines for number of adaptable dwellings**

Total number of dwellings	Number of adaptable dwellings to be provided
Nil – 7	Nil
8 – 14	1 dwelling
15 – 21	2 dwelling
21 – 29	3 dwellings
30 or more	15% of the total number of dwellings (target)

## 15.4 Accessible design

### Objectives

- a) To ensure development, including publicly accessible spaces and buildings, provides acceptable access to persons with a disability.

### Guidance

1. Development complies with relevant legislative requirements for accessible design.

**Note:** Relevant legislative requirements are contained in various Acts and standards. Of particular relevance to the built environment is the ‘Disability (Access to Premises — Buildings) Standards 2010’ and ‘AS1428.1 Design for access and mobility: General requirements for access – New building work’.

## 16.0 Safety and Security

### Objectives

- a) To create a safe environment for people and property, including minimising opportunities for criminal and anti-social behaviour.
- b) To establish an ongoing operational management of safety and security within Central Precinct.
- c) To ensure the appropriate selection of security treatments for events held at Central Precinct.
- d) To ensure a emergency management plan is in place during the operation of Central Precinct.

### 16.1 Safety & security management plan

#### Guidance

1. An operational plan (e.g. a Safety & Security Management Plan) is to be developed for Central Precinct to provide a consistent approach to the day-to-day operational management of safety and security and is to be activated upon commencement of a 'steady state' of Central Precinct operations. The operational plan is to address:
  - a. roles and responsibilities for Central Precinct site management, control room operations and contracted personnel responsible for day to day management of safety and security within the Precinct.
  - b. the roles and responsibilities of Central Precinct landowners and tenants.
  - c. mechanisms for safety and security communications for all entities within Central Precinct relating to business as usual, incidents and emergencies, including but not limited to:
    - i. a Central Precinct safety and security working group
    - ii. systems and fora for sharing of security intelligence and information (including with the rail operation and key external stakeholders, e.g. NSW Police)
    - iii. a framework of Precinct level standard operating procedures
    - iv. incident management guidelines for conceivable emergency scenarios (consistent with AS 3745)
    - v. coordination of stakeholder emergency plans (e.g. emergency services access points, deconfliction of evacuation routes and assembly areas)
    - vi. testing and exercising regime for precinct wide issues and incidents.

### 16.2 Precinct and shareholder control room integration

#### Guidance

1. A Security Command Centre is to be delivered within Central Precinct to perform the primary operational functions for the Central Precinct, including:
  - a. coordinating the overall operation to provide and promote safety and security for all users for all areas throughout Central Precinct's public domain
  - b. coordinating the activities of personnel responsible for safety & security on a day-to-day basis
  - c. monitoring and responding to alarms and alerts from installed safety and security systems
  - d. proactively monitoring the site's most vulnerable points. It is expected that Precinct personnel will maintain a highly visible presence to support users' perceptions of support and response
  - e. assist precinct management and stakeholders (e.g. police and emergency services) coordinate incident and emergency management
  - f. working collaboratively (for business as usual and events) with key stakeholders, including Central Precinct Management, NSWPF (specifically the PTC and Surry Hills PAC), Fire and Rescue NSW, Sydney Trains, the

City of Sydney, Sydney Metro and TfNSW, particularly in the areas of traffic and transport management, crowd movements and people flow

- g. provide interoperability and support to local Security Control Rooms within Central Precinct buildings, supported by an integrated security communications network and command, control and coordination framework and protocols
  - h. monitoring of social media for reports and broadcasts of incidents and user feelings about the CPRP in order to proactively respond to safety and security-relevant issues.
2. The Precinct Security Command Centre is to be integrated with other control rooms at Central Precinct (e.g. local building and rail operator control rooms) to enable:
    - a. shared monitoring (and potentially, control) of CCTV where the cameras provide coverage of a space of mutual interest to Central Precinct and another stakeholder, but is outside the demarcated boundary of one or both.
    - b. direct communication between control rooms to support sharing of time-critical issues (e.g. tracking of a person, alerting to emerging issues)
    - c. access to automated number plate recognition (ANPR) data held by Central Precinct but which may relate to the user of a building
    - d. coordination of security guarding, patrolling and response activity.
  3. The Security Command Centre is to be staffed 24/7 in order to provide a security monitoring and response presence for the CPRP.

### **16.3 Event management**

#### **Guidance**

1. For events held at Central Precinct, the selection of security treatments is to be informed by an event-specific security risk assessment (ESRA). The ESRA should pay diligent attention to gender-sensitivity, anti-social behaviour and sexual harassment issues with the most vulnerable event users in mind. Gender-sensitivity training for staff member as well as the inclusion of dedicated safe spaces within the event perimeter should be considered.
2. Event management guidelines specific to Central Precinct are to be prepared and issued to all relevant stakeholders likely to hold public events, defining what constitutes an event and outlining the planning process.
3. Reliance on temporary safety and security overlay to support event requirements is discouraged.

### **16.4 Emergency management**

#### **Guidance**

1. A comprehensive emergency management plan shall be developed for Central Precinct, which consider:
  - a. the provisions of the NSW Counter Terrorism Plan, the NSW State Emergency Management Plan(EMPLAN), and the Sydney CBD Safety Sub-Plan
  - b. the special needs of persons experiencing a disability or other mobility issues, who have been identified as a key vulnerable group in emergencies by the Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability.
2. The emergency management plan is to be developed in collaboration with TfNSW, potential CPRP operator security team, Sydney Trains, and emergency services including FRNSW, NSWPF, SES, and Ambulance NSW, among others.

## 16.5 Crime prevention through environmental design

### Guidance

1. Active spaces and windows of habitable rooms within buildings are to be located to maximise casual surveillance of publicly accessible spaces, including streets, laneways and through-site links.
2. Where provides for public access, facilities such as toilets and parents rooms are located and designed to maximise casual surveillance to facility entries.
3. Blind-corners, recesses and other external areas that have the potential for concealment or entrapment are minimised.
4. Building entries are clearly visible, unobstructed and easily identifiable from adjoining publicly accessible spaces.
5. Where practicable and appropriate for streetscape activation, lift lobbies, stairwells, hallways and corridors are visible from publicly accessible spaces.
6. Ground floors of non-residential buildings, the non-residential component of mixed use developments, and the foyers of residential buildings, are to be designed to enable surveillance from the public domain to the inside of the building at night.
7. An appropriate bollard/barrier system should be considered to prevent vehicles from entering locations not intended for vehicles (i.e. publicly accessible open spaces).

## 16.6 Building maintenance

### Guidance

1. Consideration is to be given to how future maintenance of buildings will be undertaken safely, including window and façade cleaning, graffiti removal, painting and building repairs.

## 17.0 Night-time Economy

### Value Statement

The City's night-time economy is an integral part of its commercial, cultural and social fabric. Late night trading premises are an important part of Sydney's social and cultural life and play an important role in contributing to the City's economic growth and standing as a global city. Late night trading supports a 24 hour economy where residents, workers and tourists can access a diverse range of businesses for convenience, leisure and entertainment. Late night trading premises also provide employment and jobs with flexible hours.

This section of the Design Guide assists in encouraging diverse late night trading in Central Precinct and the broader Central Sydney to meet the social and cultural needs of the community, while managing the effects of these uses on the neighbourhoods. Specifically, this applies to development identified as, including where seeking consent for:

- trading hours
- refurbishment, additions or extensions that will result in an intensification of an existing use
- an extension or renewal of trading hours as prescribed in this section of the DCP
- outdoor trading.

These provisions do not apply to Category B and C premises that do not trade after 10pm, and Category A premises trading only between 10am to 10pm. The provisions may be applied to premises that seek approval for outdoor trading beyond 8pm where it is considered the outdoor trading may have an impact on neighbourhood amenity.

Term	Definition
<b>Category A - High Impact Premises</b>	<p>means any of the following premises:</p> <ul style="list-style-type: none"> <li>• a hotel within the meaning of the Liquor Act 2007 that is not designated as a general bar licence</li> <li>• a hotel within the meaning of the Liquor Act 2007 that has a capacity of more than 120 patrons and is designated as a general bar licence</li> <li>• an on-premises licence within the meaning of the Liquor Act 2007 where the primary business or activity carried out on the premises is that of a nightclub with a capacity of more than 120 patrons</li> <li>• a dedicated performance venue, which may be licensed and includes theatres, cinema, music hall, concert hall, dance hall or other space that is primarily for the purpose of performance, creative or cultural uses, with the capacity of 250 patrons or more, but does not include a pub, bar, karaoke venue, small bar, nightclub, adult entertainment venue or registered club</li> <li>• a club within the meaning of the Liquor Act 2007</li> <li>• a premises that has a capacity of more than 120 patrons where the primary purpose is the sale or supply of liquor for consumption on the premises; or</li> <li>• premises that are used as a karaoke venue where the owner or occupier sells or supplies liquor for consumption on the premises</li> </ul>
<b>Category B – Low Impact Premises</b>	<p>means any of the following premises:</p> <ul style="list-style-type: none"> <li>• a hotel within the meaning of the Liquor Act 2007 that has a capacity of 120 patrons or less and is designated as a small bar or general bar licence</li> <li>• premises that have a capacity of 120 patrons or less where the primary purpose is the sale or supply of liquor for consumption on the premises</li> </ul>

Term	Definition
	<ul style="list-style-type: none"> <li>• an on-premises licence within the meaning of the Liquor Act 2007</li> <li>• any premises where the owner or occupier sells or supplies liquor for consumption on the premises that is not a Category A Premises</li> <li>• any other commercial premises, other than Category C premises, which in the opinion of the Council may impact on the amenity and safety of a neighbourhood resulting from its operation at night, including but not limited to, food and drink premises, takeaway food and drink premises, theatres, karaoke venues, convenience stores, entertainment facility and stand-alone gyms and other indoor recreational facilities in buildings with residential accommodation and the like; or</li> <li>• a dedicated performance venue, which may be licensed and includes theatres, cinema, music hall, concert hall, dance hall or other space that is primarily for the purpose of performance, creative or cultural uses, with the capacity of up to 250 patrons, but does not include a pub, bar, karaoke venue, small bar, nightclub, adult entertainment venue or registered club</li> </ul>
<b>Category C</b>	means any retail premises or business premises which does not sell, supply or allow the consumption of liquor on or off the premises or hold any license under the Liquor Act 2007. This may include premises selling groceries, personal care products, clothing, books/stationery, music, homewares, electrical goods and the like, or businesses such as drycleaners, banks and hairdressers and the like. It does not include convenience stores, food and drink premises, takeaway food and drink premises, gyms and other indoor recreational facilities in buildings with residential accommodation, commercial kitchens, or adult entertainment venue or sex industry premises
<b>Base hours</b>	means standard range of trading hours that a late night trading premises is entitled to if an application is approved
<b>Convenience store</b>	<p>means a shop that:</p> <ul style="list-style-type: none"> <li>• primarily offers pre-packaged, processed snack food for sale in addition to soft drinks, cigarettes, magazines and other miscellaneous grocery and convenience items</li> <li>• has a floor area generally under 200 square metres</li> <li>• located at street level in places with medium to high volume of passing traffic</li> </ul> <p><b>Note:</b> In all cases, the discretion as to what development is considered to be a 'convenience store' for the purposes of this Design Guide shall be solely that of the consent authority and generally in accordance with this Design Guide</p>
<b>Extended hours</b>	means trading hours that may be approved above base hours on a trial basis
<b>Outdoor areas</b>	means any areas that are not considered an enclosed place within the meaning described in the Smoke-free Environment Regulation 2007
<b>Patron capacity</b>	means the maximum number of patrons permitted in a development consent. Outdoor seating is included in patron capacity calculations
<b>Performance, creative or cultural activities</b>	<p>means</p> <ul style="list-style-type: none"> <li>• live entertainment, being an event at which one or more persons are engaged to play or perform or pre-recorded music, or a performance at which the performers (or at least some of them) are present in person; or</li> </ul>

Term	Definition
	<ul style="list-style-type: none"> <li>• production of an artwork, craft, design, media, image or immersive technology; or</li> <li>• rehearsal, teaching or discussion of art, craft, design, literature or performance, or</li> <li>• display or projection of an artwork, design, media, image or immersive technology in conjunction with live entertainment (as defined above) or</li> <li>• presentation of a film or cinema</li> </ul>
<b>Sex industry premises</b>	Category A, B and C Late night trading premises do not include sex industry premises
<b>Stand-alone gym</b>	A stand-alone gym is a gymnasium business operation which is not ancillary to residential uses located in a building.

## 17.1 Trading hours and trial periods

### Objectives

- a) To enable Central Precinct to make a contribution to a vibrant, diverse, inclusive and safe night-time economy within Central Sydney appropriate to its role as a Global City, in particular for performance, creative or cultural uses in licensed premises and dedicated performance venues and premises that may be patronised both day and night while minimising adverse impacts on the amenity of residential or other sensitive land uses

### Guidance

1. Development applications for land uses or activities that are identified in as Category A - High Impact Premises, Category B – Low Impact Premises and Category C in the definitions of this section and propose operating hours greater than the base hours identified in **Table 14** may be approved for the extended hours identified in **Table 14** subject to consideration of the following matters:
  - a. address of the Sydney 24-hour Economy Strategy prepared by NSW Treasury and dated September 2020
  - b. the location and context of the premises, including proximity to residential and other sensitive land uses and other late night trading premises
  - c. the specific nature of the premises, its activities and the proposed hours of operation
  - d. the likely impact on the amenity of surrounding sensitive land uses, including noise, and the ability to manage the impacts
  - e. the provision of indoor performance, creative or cultural use and how this increases the diversity of late night activities in the area
  - f. the provision of indoor space for performance, creative or cultural uses in a licensed premises, including the nature of the space available for the use, programming and entertainment being provided
  - g. the contribution that late night trading proposals make to street activation and vibrancy of an area at night
  - h. the likely impacts arising from the closing times and patron dispersal of the proposed and existing late night uses, including consideration of unlicensed late night trading in an area, such as shops, businesses and food and drink premises
  - i. the existing hours of operation of surrounding business uses
  - j. the size and patron capacity of the premises
  - k. the impact of the premises on the mix, diversity and possible concentration of late night uses in the locality
  - l. the likely operation of the proposal during day time hours, including the potential for street front activation



- m. the diversity of retail and business services within an area and the impact of a late night trading proposal on this diversity
- n. measures to be used for ensuring adequate safety, security and crime prevention both on the site of the premises and in the public domain immediately adjacent to, and generally surrounding, the premises
- o. the accessibility and frequency of public transport during late night trading hours
- p. submission of a Plan of Management that demonstrates a strong commitment to good management of the operation of the business, particularly in relation to managing potential impacts on adjoining and surrounding land uses and premises, as well as the public domain.

**Table 14 Central Precinct guidelines for late night trading hours**

	Category A		Category B		Category C unlicensed premises indoor
	Indoor	Outdoor	Indoor	Outdoor	
<b>Base hours</b>	6am to midnight	10am to 10pm	6am to 2am	7am to 10pm	24 hours
<b>Extended hours</b>	24 hours	9am to 1am	24 hours	7am to 1am	

- 2. Any hours that are beyond base hours will be subject to a trial period.
- 3. Extended trading hours beyond base hours may be permitted at the initial application stage, but only where the consent authority has determined that the premises have been or will be well managed, including compliance with an approved Plan of Management.
- 4. At the completion of a trial period a new application must be lodged to either renew existing trial hours or to seek an extension of trading hours.
- 5. Premises seeking extended trading hours may be permitted up to two additional operating hours on the first trial period, and each subsequent trial period if a previous trial period is considered by the consent authority to have been satisfactory. The total extended hours must not exceed the maximum number identified in Table 12,- unless eligible for an additional one trial hour under sections 17.1(13) and (14).
- 6. Trial periods may be permitted up to the following durations:
  - a. First trial – 1 year
  - b. Second trial – 2 years
  - c. Third and subsequent trials – 5 years.
- 7. Once the full range of extended trading hours is reached an application must be lodged every 5 years to renew trading hours.
- 8. Applications for a renewal or extension of trial trading hours should be lodged 30 days prior to the expiry period and applicants will be allowed a period of ‘grace’ from the termination of the trial period until the new application has been determined. During this period, the premises may continue to trade during existing approved trial hours.
- 9. If an application is not lodged 30 days prior to the expiry of the trial period, then approved trading hours will revert to base trading hours.

10. A renewal or extension of trading hours that are subject to a trial period may only be permitted if consent authority is satisfied that a late night trading premises has demonstrated good management performance and compliance with a plan of management, following the completion of a satisfactory trial period.
11. When the consent authority is assessing trial period applications, it will consider whether a venue has demonstrated good management performance, based on matters including but not limited to:
  - a. whether the trial period hours have been utilised
  - b. the nature and extent of any substantiated non-compliances with development consent or liquor license conditions, particularly those relating to public safety and impacts on amenity
  - c. responses to substantiated complaints , including complaints recorded on the venues complaints register
  - d. compliance with the approved Plan of Management for the venue
  - e. consideration of complaints to the City of Sydney Council and the State licensing authority under the Liquor Act 2007
  - f. an assessment of inspections by consent authority officers during trial periods
  - g. consideration of any submission made by Police
12. If the consent authority determines that a trial period has been unsatisfactory then trading hours will revert to the base late night trading hours or whatever hours have been approved as the maximum trading hours prior to the commencement of this Design Guide. The consent authority will consult with an applicant prior to making such a determination.

#### **Additional hour for dedicated performance venues**

13. Venues which are a Category B dedicated performance venue (identified in the Definitions at Category B (vii)) may be permitted one additional indoor hour at closing time on a trial period basis in accordance with 17.1 (6).

#### **Additional operating hour for venues including performance, creative or cultural uses**

14. Category A and B premises, excluding dedicated performance venues, karaoke venues, or adult entertainment venues, which are located within a late night trading area and provide indoor space with the capacity for performance, creative and cultural uses may be permitted an additional indoor operating hour at closing time on the night the premises provides performance on a trial period basis in accordance with section 17.1 (6).

This hour may be in addition to any other extended hours approved as part of a trial period application. To be eligible, venues must demonstrate the capacity to provide performance.

**Note:** Venues seeking to demonstrate their capacity to provide performance as required by section 17.1 (14) may support their application by submitting information including the following:

- a. a description of the type of music, visual or performance art or other cultural events that may be staged at the premises
  - b. submission of details of the space to be used and permanent or semi-permanent structure(s) and equipment to present live performance and creative and cultural uses. This may include any stage and audience standing or seating area
  - c. arrangements for booking and promoting performance, creative and cultural uses.
15. The performance, creative and cultural use must occur for a minimum of 45 minutes after 6pm.
  16. Venues seeking to apply for an additional operating hour for providing a performance, creative or cultural use are required to update their Plans of Management to reflect the operation of the performance, creative and cultural use and management of the additional hour of trade.
  17. Venues seeking to extend trial periods for an additional hour are to demonstrate that they have provided performance in accordance with the requirements of 17.1 (13) and (14).

## Plans of Management Requirements

18. A Plan of Management is required to accompany an application for the following late night trading premises:
  - a. new Category A Premises;
  - b. existing Category A Premises that seek a renewal or extension of existing approved trading hours;
  - c. new Category B premises;
  - d. existing Category B premises that seek a renewal or extension of existing approved trading hours;
  - e. existing Category A Premises that seek extensions, additions or refurbishment which will lead to an intensification of that use;
  - f. existing Category B Premises that seek extensions, additions or refurbishment which will result in the premises becoming a Category A premises;
  - g. applications for outdoor trading on the same lot as a Category A or Category B Premises;
  - h. Category A or B premises that seek an additional operating hour for the provision of performance, creative or cultural uses; and
  - i. Category B dedicated performance venues that seek an additional operating hour at closing.
19. Plans of Management must be assessed and approved concurrently with the application for an extension of trading hours.
20. The operators of late night trading premises are required to review their Plan of Management following every trial period and make revisions necessary to maintain a level of amenity and safety in the vicinity of the premises which is at an acceptable community standard.
21. The consent authority may request that an applicant amend their Plan of Management to provide further information where it is considered necessary.

## 18.0 Aeronautical

### Value Statement

This section of the Design Guide outlines guidance to ensure the consideration of the operation Sydney Airport.

### Objectives

- a) Development ensures the operational safety of the Sydney (Kingsford-Smith) Airport.

### Guidance

1. Where a proposal will penetrate the Obstacle Limitation Surface, the Procedures for Air Navigation Services Operations Surface or Radar Terrain Clearance Charts (RTCC) for Sydney (Kingsford-Smith) Airport, the consent authority is to consult with the body responsible for development decisions relating to the Sydney (Kingsford-Smith) Airport under Commonwealth legislation.

## 19.0 Staging & Implementation

### Value Statement

A coordinated sequencing of development of the OSD deck and the buildings and publicly accessible space is an important element to the project. The proposed staging outlined within this design guide is considers the rail operating constraint that requires a minimum of ten (10) operational platforms/rail lines to be available for customers at all times in order to maintain current rail operations. This has been the key driver in proposed three (3) stage approach to construction of the OSD and rail systems elements.

### Objectives

- a) To ensure where development is staged, it:
  - i. occurs in a co-ordinated manner
  - ii. ensures the ongoing efficiency and safety of rail operations at Central Station
  - iii. minimises adverse impact on the broader city, including having regard to function and visual considerations

### Guidance

1. Development applications are accompanied by a Staging and Implementation Strategy that identifies and describes intended development staging, including for publicly accessible space identified in **Figure 4: Central Precinct publicly accessible spaces**.
2. For delivery of each project stage that includes new buildings, a proportionate amount of the publicly accessible space (open space, streets and laneways) is also to be delivered as part of that stage.
3. Throughout the project stages, all new buildings are to be easily accessible by pedestrians from the Central Station transport interchange or a public street.
4. Where there is significant difference in the timing of delivery between stages, constructed stages are to incorporate temporary measures to mitigate visual impact on land outside Central Precinct in the interim period.

## Schedules

### Schedule 1: Definitions

The following table defines selected key terms used in this Design Guide.

Term	Meaning
<b>Advertising and signage</b>	has the same meaning as advertisement and signage in the 'Standard Instrument—Principal Local Environmental Plan'
<b>Active frontage</b>	means where all premises on the ground floor of a building facing publicly accessible areas are used for the purposes of business premises or retail premises, excluding areas required for entrances and lobbies (including as part of mixed use development), access for fire services or vehicle access
<b>Affordable workspace</b>	Workspace accommodation that is leased below market rate
<b>Building envelope area</b>	is the area including all internal and external built elements and enclosed voids between that floor level and the next floor level measured in plan
<b>Central Walk East</b>	means 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
<b>Central Walk West</b>	means the potential future western extension of Central Walk East, connecting to the west of the Central Station building
<b>Country</b>	includes land, waters, and sky. It can be tangible or intangible aspects, knowledge and cultural practices, belonging and identity, wellbeing and relationships. People are part of Country' (Government Architect NSW & Dr Danièle Hromek, 2020)
<b>Design excellence</b>	is a term that exists in statutory planning to refer to the design quality of a building or project and to a variety of requirements intended to lift design quality. The description of Design Excellence is broadly consistent across planning legislation where it is often summarised as 'the highest standard of architectural, urban and landscape design.
<b>Integrated basement</b>	refers to the use of a dock and logistics management system as part of the overall servicing of the precinct. This incorporates an online booking system, which requires drivers to book timeslots to access the site and loading bays, and an internal logistics distribution system, which would allow for incoming goods to be processed and distributed to tenants within the OSD and terminal building.
<b>Integrated Utilities Hub</b>	A network of non-BAU infrastructure in the precinct (i.e. waste water treatment plant, on-site energy storage etc.) This may be consolidated physically in a single building, or the OSD basement, or distributed around the precinct.
<b>Gross building area</b>	means the total enclosed and unenclosed area of the building at all building floor levels measured between the normal outside face of any enclosing walls, balustrades and supports that could be achieved within the defined planning envelope inclusive of any cantilever zone to meet the required qualitative and performative standards. The unit of measurement for building areas is the square metre
<b>Open to the sky</b>	means a space that directly opens to the sky without any structures above.

Term	Meaning
<b>Residential accommodation</b>	has the same meaning as in the 'Standard Instrument—Principal Local Environmental Plan'
<b>Residential flat buildings</b>	has the same meaning as in the 'Standard Instrument—Principal Local Environmental Plan'
<b>Shop top housing</b>	has the same meaning as in the 'Standard Instrument—Principal Local Environmental Plan'
<b>Sky view factor (SVF)</b>	means the extent of sky observed above a point as a proportion of the total possible sky hemisphere above the point. SVF is calculated as the proportion of sky visible when viewed from the ground (as an abstract horizontal surface) up. SVF is a dimensionless value that ranges from 0 to 1. A SVF of 1 denotes that the sky is completely visible to the horizon in all directions; for example, in a flat terrain. When a location has topography or buildings blocking view to any part of the sky, it will cause the SVF to decrease proportionally
<b>Wind comfort standard for sitting in parks</b>	is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of 4 metres per second and applies to Public Places protected by Sun Access Planes and/or No Additional Overshadowing Controls
<b>Wind comfort standard for walking</b>	is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time (i.e. 5% of those hours) of 8 metres per second
<b>Wind comfort standards for sitting and standing</b>	is hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of; 4 metres per second for sitting; and 6 metres per second for standing
<b>Wind safety standard</b>	is an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time of 24 metres per second

**Schedule 2: Planting species index**

<b>Planting Character Area</b>	<b>Species</b>	<b>Common Name</b>
<b>Dune planting with evapotranspiration groves</b>	<i>Banksia aemula</i>	wallum banksia
	<i>Banksia ericifolia</i>	lantern banksia
	<i>Banksia serrata</i>	old man banksia
	<i>Eriostemon australasius</i>	pink wax flower
	<i>Lepidosperman laterale</i>	variable sword sedge
	<i>Xanthorrhoea resinifera</i>	grass tree sp.
	<i>Montoca elliptica</i>	tree broom heath
	<i>Leptospermum laevigatum</i>	coast tea tree
<b>Gully planting</b>	<i>Livistonia australis</i>	cabbage tree palm
	<i>Cyathea cooperi</i>	lacy tree fern
	<i>Cyathea cunninghamii</i>	slender tree fern
	<i>Dicksonia antarctica</i>	soft tree fern
	<i>Asplenium australasicum</i>	birds nest fern
	<i>Christella dentata</i>	soft fern
	<i>Lastreopsis acuminata</i>	shiny shield fern
	<i>Asplenium bulbiferum</i>	hen and chickens fern
	<i>Pteris tremula</i>	Australian brake
<b>Sandstone slopes planting</b>	<i>Angophora costata</i>	sydney red gum
	<i>Xanthorrhoea resinifera</i>	Grass tree sp.
	<i>Doryanthes excelsa</i>	GyMEA Lily
<b>Meadow planting</b>	<i>Scaevola aemula</i>	fairy fan flower
	<i>Brachyscome multifida</i>	brachyscome daisy
	<i>Themeda australis</i>	kangaroo grass



Planting Character Area	Species	Common Name
	<i>Rhodanthe anthemoides</i>	Chamomile Sunray
	<i>Chrysocephalum apiculatum</i>	yellow button/ everlastings
	<i>Bulbine bulbosa</i>	bulbine lily
	<i>Thysanotus tuberosus</i>	Common fringe lily
	<i>Calotis lappulacea</i>	yellow burr-daisy
	<i>Calotis scabiosifolia</i>	rough burr-daisy
	<i>Poa labillardieri</i>	Tussock Grass
	<i>Lomandra congestifolia ssp rubiginosa</i>	lomandra mist
	<i>Lomandra longifolia</i>	lomandra verday
	<i>Microlaena stipoides</i>	weeping grass
<b>City tree planting</b>	<i>Zelkova serrata</i>	Japanese elm
	<i>Liriodendron tulipifera</i>	tulip tree
	<i>Cupressus sempervirens</i>	pencil pine
<b>City creekline palms planting</b>	<i>Livistonia australis</i>	cabbage tree palm

### Schedule 3: Development application submission requirements

The following table identifies information that may be required to be submitted as part of a Development Application for any land in Central Precinct.

Requirement	Section of this Design Guide
Aboriginal Engagement Report	Section 4.0
Arboricultural Impact Assessment	Section 13.6
Archaeological Assessment	Section 11.4
Biodiversity Management Plan	Section 13.6
Climate Risk and Adaptation Plan	Section 12.7
Connecting with Country Strategy	Section 4.0
Construction Noise and Vibration Management Plan	Section 9.4
Construction Traffic Management Plan	Section 7.15
Digital Strategy	Section 12.11
Ecologically Sustainable Development Strategy	Section 12.2
Emergency Management Plan	Section 16.4
Event-Specific Security Risk Assessment (ESRA)	Section 16.3
Heritage Interpretation Strategy	Section 4.4 and 11.3
Integrated Servicing and Basement Strategy	Section 7.8
Landscape Plan	Section 13.0
Local Drainage Management Plan	Section 14.2
Night-time Lighting Masterplan	Section 6.5
Noise and Vibration Impact Assessment	Section 9.4
Operational Waste Management Plan	Section 12.10
Plan of Management	Section 17.1
Public Art Strategy	Section 5.4
Public Domain Plan	Section 5.0
Quantitative Wind Effects Report	Section 6.3
Reflectivity Report	Section 9.5
Safety & Security Management Plan	Section 16.1
Staging and Implementation Strategy	Section 19.0

<b>Requirement</b>	<b>Section of this Design Guide</b>
<b>Statement of Heritage Impact</b>	Section 11.0
<b>Stormwater Quality Assessment</b>	Section 14.4
<b>Wayfinding Strategy</b>	Section 5.1

### Schedule 4: List of amendments

Central Precinct Design Guide – List of Amendments			
Date	Page	Section	Amendment
n/a	n/a	n/a	n/a