

Response to Submissions Report

Central State Significant Precinct

Transport for NSW | 6 October 2023



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.

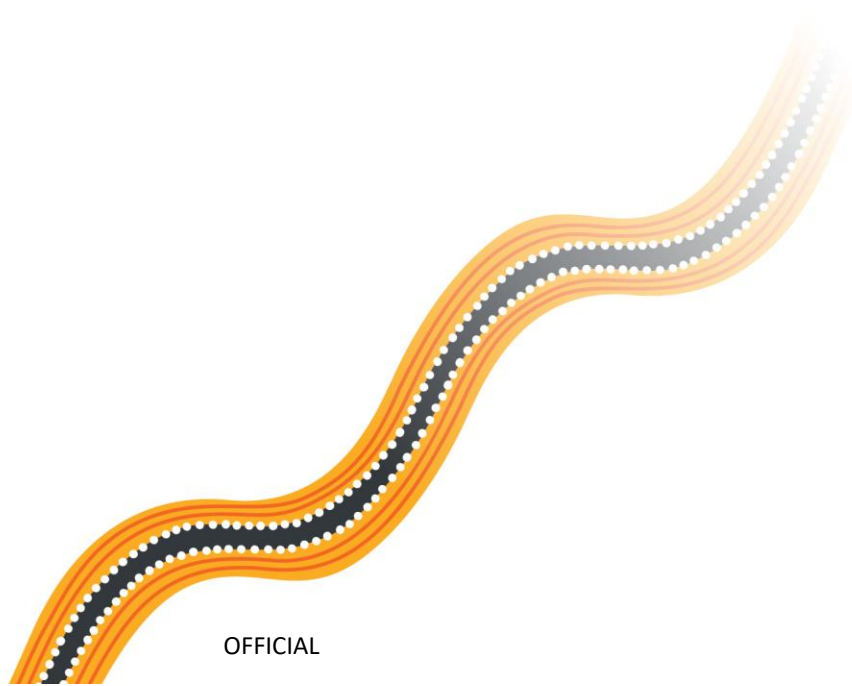


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Document control

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0.2	Issued to TfNSW for Review
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Glossary

Abbreviations

Abbreviation	Definition
CMP	Conservation Management Plan
CoS	City of Sydney Council
CSPS	Central Sydney Planning Strategy
DA	Development application
DPE	NSW Department of Planning and Environment
EIE	Explanation of Intended Effects
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	Environment Protection Authority
FSR	Floor space ratio
GANSW	Government Architect NSW
GFA	Gross floor area
GCC	Greater Cities Commission
LEP	Local environmental plan
LGA	The City of Sydney local government area
OLS	Obstacle limitation surface
OSD	Over station development
PDR	Project delivery agreement
PRP	Project Review Panel
PWG	Project Working Group
RTCC	Radar terrain clearance chart
RtS	Response to Submissions
SDCP2012	Sydney Development Control Plan 2012
SDRP	State Design Review Panel
SEPP	State Environmental Planning Policy
SLEP2012	Sydney Local Environmental Plan 2012
SSDA	State significant development application
SSP	State Significant Precinct
TAHE	Transport Asset Holding Entity
TfNSW	Transport for NSW
WGP	Western Gateway sub-precinct

Definitions

Term	Definition
Accessibility	The ability for everyone, regardless of age, disability or special needs, or where they live, to use and benefit from the transport system.
Active transport	Transport that is human powered, such as walking or cycling.
Amenity	The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increase amenity.
Bradfield Flying Junctions	Series of flyover tracks between the Cleveland Street bridge at Redfern and Central Stations that allow trains to move from any one line to another without crossing a line in the opposing direction.
Bus stand	A place to board or alight from bus services.
Camperdown-Ultimo Collaboration Area	The Health and Education Precinct which includes the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and University of Technology Sydney, and medical and research institutions and other health services facilities and educational establishments.
Catchment	Area from which a location or service attracts people.
CBD and South East Light Rail	The light rail network extending from Randwick and Kingsford to Circular Quay.
Central Precinct	Central Precinct State Significant Precinct.
Central Sydney	Land identified as Central Sydney under the Sydney Local Environmental Plan 2012 and represents the Metropolitan Centre of Sydney. Central Sydney includes Sydney's Central Business District.
Central Walk	The underground paid pedestrian connection between the new station entrance on Chalmers Street, the Eastern Suburbs Railway concourse, suburban platforms 16-23 (via escalators and lifts) and the new Sydney Metro north-south concourse.
Character	The combination of the attributes, characteristics and qualities of a place (GANSW, 2021, Draft Urban Design Guide).
Community	Particular types of stakeholders, referring to groups of people in particular places who are both affected by our work and experience the outcomes and benefits of our activities.
Control	A numerical standard that is applied in a prescriptive manner.
Corridor	A broad, linear geographical area between places.
Council	The City of Sydney Council.
Customers	Those who use transport networks and services. They include car drivers, heavy vehicle operators, public transport and point to point passengers, pedestrians, cyclists and freight and goods providers.
Department	The Department of Planning and Environment.
Devonshire Street Tunnel	The official name of the pedestrian tunnel connecting Chalmers and Lee Streets.
Gateway	Cities that provide state level services and facilities to support a broad population catchment while also having international connections through their cities' airport and/or port.
Goods Line	The official name for the partly elevated walkway from Central Station to Darling Harbour following the route of a disused railway line.
Grand Concourse	Part of Central Station.
Greater Sydney's Green Grid	The link between parks, open spaces, bushland and walking and cycling paths.

Term	Definition
Interchange	A facility to transfer from one mode of transport or one transport service to another. For example, a station with an adjoining light rail stop.
Merit based assessment	An assessment of a matter that allows for reasonable flexibility to consider a range of possible solutions.
Minister	The Minister for Planning.
Mixed-use	A building or area containing more than one type of land use.
Mortuary Station	The building formerly used as a railway station on the Rookwood Cemetery railway line, now disused.
Objective	A statement of a desired future outcome, generally expressed in a qualitative manner that enables merit-based assessment.
Over Station Development	Development of air space over railway corridors.
Place	An intersection of transport infrastructure with social infrastructure and commercial activity. These are the areas within and around transit stops where people live and commute. Places can be created as an outcome of Placemaking.
Placemaking	Scoping and delivering places for the community, beyond the immediate transport infrastructure. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe.
Planning instrument	Means any of the following: strategic plan (comprising regional strategic plans and district strategic plans) and local strategic planning statements, environmental planning instrument (comprising State environmental planning policies and local environmental plans), or development control plan.
Precinct	Geographical area with boundaries determined by land use and other unique characteristics. For example, an area where there is an agglomeration of warehouses may be termed a freight precinct.
Proponent	Transport for NSW.
Proposal	Proposed amendments to the planning framework.
Provisions	Means a broad term covering objectives and controls.
Public spaces	Means areas that are publicly accessible where people can interact with each other and make social connections.
Rail network	Means the rail infrastructure in NSW.
Railway corridor	The land within Central Precinct on which a railway is built, comprising all property between property fences, or if no fences, everywhere within 15m from the outermost rails. Under planning legislation, a railway corridor is defined as land: a) that is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities: or b) that is zoned under an environmental planning instrument predominately or solely for development of the purpose of a railway or rail infrastructure facilities.
Railway Square	The area between Lee Street and Broadway, comprising a plaza, bus stands and underground access/uses.
Reference Master Plan	A non-statutory document that shows one way in which the precinct may develop in the future in accordance with the proposed amendments to the planning framework. Note: Refer to the GANSW Advisory Note v2, dated 12/09/2018 for further guidance.
Region Plan	The Greater Sydney Region Plan - A Metropolis of Three Cities.
Rezoning	Amendments to environmental planning instruments, in particular for land use zones and principal development standards such as height of buildings and floor space ratio.
Siding	A short stretch of rail track used to store rolling stock or enable trains on the same line to pass.

Term	Definition
State	The state of New South Wales.
State Significant Precinct	The areas with state or regional planning significance because of their social, economic or environmental characteristics.
Strategic Framework	The document prepared by Transport for NSW for Central Precinct in 2021 that addresses key matters including vision, priorities, public space, strategic connections, design excellence, identification of sub-precincts for future detailed planning and outlining the next steps in the State Significant Precinct process for Central Precinct.
Strategic plan	The regional strategic plan, district strategic plan or a local strategic planning statement.
Sub-precinct	The definable areas within Central Precinct SSP due to its unique local character, opportunities and constraints, either current or future. The Western Gateway is a sub-precinct.
Sydney Metro	A fully automated, high frequency rail network connecting Sydney.
Tech Central	The State government initiative as set out in The Sydney Innovation and Technology Precinct Panel Report 2018. Previously known as the Sydney Innovation and Technology Precinct. Tech Central is located south of the Sydney central business district, surrounded by the suburbs of Redfern, Ultimo, Haymarket, Camperdown, Chippendale, Darlington, Surry Hills and Eveleigh.
Transport for NSW	The statutory authority of the New South Wales Government responsible for managing transport services in New South Wales.
Transport interchange	A facility designed for transitioning between different modes, such as a major bus stop or train station.
Transport modes	The five public transport modes are metro, trains, buses, ferries and light rail. The two active transport modes are walking and cycling.
Urban renewal	A planned approach to the improvement and rehabilitation of city areas with new infrastructure, new commercial/mixed uses, improved services and renovation or reconstruction of housing and public works.
Vibrant streets / places	Places that have a high demand for movement as well as place with a need to balance different demands within available road space.

1. Introduction

Purpose

The purpose of this report is to respond to key issues raised by government agencies, non-government organisations and the community as part of the Central Precinct State Significant Precinct (SSP) Study.

Scope

The SSP Study has been prepared to support a State-led rezoning (rezoning) proposal for Central Precinct. As a rezoning, the proposal seeks the Minister for Planning's (the Minister) approval to amend the existing planning framework that applies to Central Precinct, creating a new planning framework to enable development applications to be made to the consent authority in the future to help deliver the intended outcomes for the Precinct.

Central Precinct is unique from most other parts of Central Sydney in that it comprises underutilised land under the management of TfNSW. As such, land will only ever be leased to the private sector. TfNSW also intends to play a long term, ongoing and active role in future development of the Precinct.

Under these conditions, there is substantially greater scope to use other, non-planning system measures to secure desired public benefits for matters such as the use, design and management of land. This may include providing for public access to land, requiring greater than legislated sustainability standards and allocating certain new housing to particular groups based on demonstrated need. These measures include Project Delivery Agreements (PDAs) or similar legally binding contractual arrangements.

As such, amendments proposed in the response to submissions at this rezoning stage have focussed on key physical and spatial measures needed to ensure the new planning framework is capable of achieving high quality planning and design outcomes consistent with the vision for Central Precinct. Following the Department of Planning and Environment (DPE) finalising the SSP process, the proposal will be sent to the Minister for Planning to consider approving the rezoning amendments to the Sydney LEP 2012.

If approved, the proposed amendments to the planning controls will be included into the Sydney LEP 2012, and subsequent development applications may be assessed by the relevant planning authority using the new planning controls.

Structure

The Response to Submissions (RtS) Report adopts the following structure:

- **Chapter 1 Introduction:** Identifies the purpose and structure of this report
- **Chapter 2 Background:** Provides background information and context on the Precinct, identifies the study requirements, and describes the publicly exhibited rezoning proposal
- **Chapter 3 Public exhibition:** Identifies the duration of the public exhibition period and the engagement that was undertaken during this period
- **Chapter 4 Consultation during the Response to Submissions phase:** Outlines the consultation undertaken during the RtS phase

- **Chapter 5 Analysis of submissions:** Identifies the number and nature of the submissions received, and the key issues raised as part of public exhibition
- **Chapter 6 Actions taken since exhibition:** Outlines engagement and technical studies undertaken to further consider the key issues
- **Chapter 7 Response to key issues:** Provides further detail on the key issues raised by submitters, provides a discussion and response on the matter, and identifies the outcome that has arisen from the response
- **Chapter 8 The amended rezoning proposal:** Describes the amended rezoning proposal
- **Chapter 9 Next Steps:** Outlines the next steps for the finalisation of the proposal
- **Attachments:** Includes the submissions register with associated responses and lists other supporting information.

2. Background

2.1 Tech Central

Overview

The NSW Government is committed to working with the local community to develop the biggest innovation district of its kind in Australia. Anchored around Central Precinct in Sydney's southern CBD, Tech Central is a precinct of six neighbourhoods (Haymarket, Ultimo, Surry Hills, Camperdown, Darlington North Eveleigh and South Eveleigh) that together, form a thriving innovation ecosystem including world-class universities, a world-leading research hospital, over 100 research institutions, investors and a wide range of tech and innovation companies. The vision for Tech Central is for it to be a place where universities, start-ups, scaleups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world. It is also intended to be a place that elevates awareness of our First Nations history, promotes low carbon living, provides green spaces and places for all people, and enables easy transport and digital connections that support resilience, amenity, inclusivity, vitality and growth.

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

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

Background and context

In August 2018, the NSW Government established the Sydney Innovation and Technology Precinct Panel (the Panel) comprising representatives from various industry, health, education, government agencies and key community members. In December 2018 'The Sydney Innovation and Technology Precinct Panel Report' was produced, setting out the Panel's recommendations for a pathway to delivering a successful innovation and technology district at Tech Central. In February 2019, the NSW Government adopted the Panel's report and committed to delivering the following:

- 25,000 additional innovation jobs
- 25,000 new STEM and life sciences students
- 200,000 square metres for technology companies
- 50,000 square metres of affordable space for start-ups and scaleups.

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

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



Figure 1 The Innovation Corridor

Source: TfNSW

2.2 Sydney Metro

Sydney Metro is Australia's biggest public transport project and will result in the delivery of a new generation of world-class, fast, safe and reliable trains enabling faster services across the network, which includes Central Station.

Once complete, metro train services will be able to be provided once every two minutes in each direction at peak times under the city, a level of service never before seen in Sydney. Sydney's new metro railway will have a target capacity of about 40,000 customers per hour, similar to other metro systems worldwide.

Sydney Metro, together with signalling and infrastructure upgrades across the existing Sydney rail network, will increase the capacity of train services entering the Sydney CBD – from about 120 an hour today to up to 200 services beyond 2024. This is an increase of up to 60 per cent capacity across the network to meet future demand and will naturally increase the utilisation of Central Station.

The first stage of Sydney Metro commenced operation in May 2019, connecting Sydney's north-west suburbs to Chatswood. Construction for the second stage is currently underway with the opening of Stage 2 Sydney Metro services scheduled for 2024.

Stage 2 of Sydney Metro will connect Chatswood to Central Station via Crows Nest Metro, Victoria Cross Metro, Barangaroo Metro, Martin Place Metro and Pitt Street Metro (refer to **Figure 2**). New underground platforms will be provided for Sydney Metro under Platforms 13, 14 and 15 at Central Station.

The first stage of Sydney Metro has significantly reduced demand on bus services accessing Central Sydney from Sydney's north west, reducing road traffic and congestion within the CBD. Delivery of the second stage of Sydney Metro is anticipated to further reduce bus dependency

and improve amenity and safety for pedestrians within Central Sydney as road traffic is reduced. The reduced dependency on buses and the related increase in reliance on metro services will increase travel through, and visitation to Central Station, necessitating a concerted focus to improve Central Station.

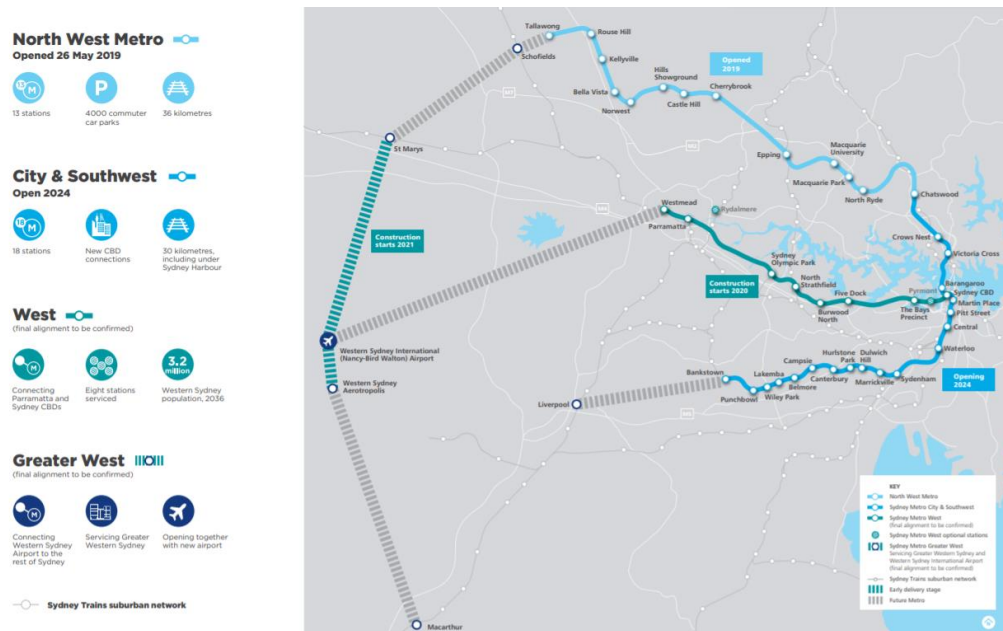


Figure 2 Sydney Metro alignment map

Source: Sydney Metro

2.3 Central Station

Central Station is Sydney's main train station, the heart of NSW's train network and Australia's largest and one of the busiest rail stations. It currently has 22 platforms (12 terminating and 10 island platforms) providing for suburban, inter-city and country services. Platforms 1-12 are above ground platforms terminating at the Sydney Terminal Building. Platforms 16-25 are island platforms, with platform 16 to 23 being above ground and platforms 24 to 25 located underground.

In 2018, Central Station catered for 85.4 million customer movements, equivalent to 233,970 persons on average per day. It is also a key node in the broader public transport network, including the Central Grand Concourse light rail stop servicing the L1 Dulwich Hill light rail line, the Chalmers Street light rail stop servicing the L2 Randwick and L3 Kingsford light rail lines, multiple bus stops (including at the Western Forest, Eddy Avenue and Elizabeth Street) and 13 coach bays providing access to regional NSW and interstate.

2.4 State Significant Precincts

State Significant Precincts are areas that the Minister for Planning considers to be matters of State or regional planning significance, because of their social, economic or environmental characteristics. Proposals for State Significant Precincts are assessed against the following criteria to determine their significance to State or regional planning objectives:

- be a large area of land within a single ownership or control, typically government owned

- be of State or regional importance in achieving government policy objectives, particularly those relating to increasing delivery of housing and jobs
- be of State or regional importance for environmental or natural resource conservation
- be of State or regional importance for heritage or historical significance.

2.5 Central Precinct

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

Building on these foundations within Haymarket and in line with the aspirations for Tech Central, in July 2018, TfNSW made a submission to the DPE to investigate the declaration of Central Precinct as a SSP, in accordance with the State Significant Precincts Guideline. The main grounds for nomination included to:

- provide greater clarity on the vision and objectives for the Precinct
- create a single consolidated set of controls for the Precinct in one Environmental Planning Instrument
- support a transparent planning and development assessment process
- encourage community participation and stakeholder engagement
- enable a coordinated and integrated approach to the area's regeneration and renewal
- provide the relevant authorities with a comprehensive statutory framework against which to assess and determine future proposals
- support the achievement of design excellence.

In July 2019 the NSW Minister for Planning and Public Spaces declared Central Precinct a nominated SSP. This declaration acknowledges the importance of Central Precinct to Sydney and NSW, and enabled commencement of planning for its renewal through preparation of the SSP Study. As the landowner and proponent for the nominated State Significant Precinct, TfNSW was placed in charge of leading the preparation of the SSP Study. The declaration enabled planning to be undertaken in two main stages:

- **Stage 1:** Preparation of the Central Strategic Framework and investigation of the Western Gateway sub-precinct
- **Stage 2:** Investigation of the broader Central Precinct.

The extent and location of Central Precinct is shown in **Figure 3**.

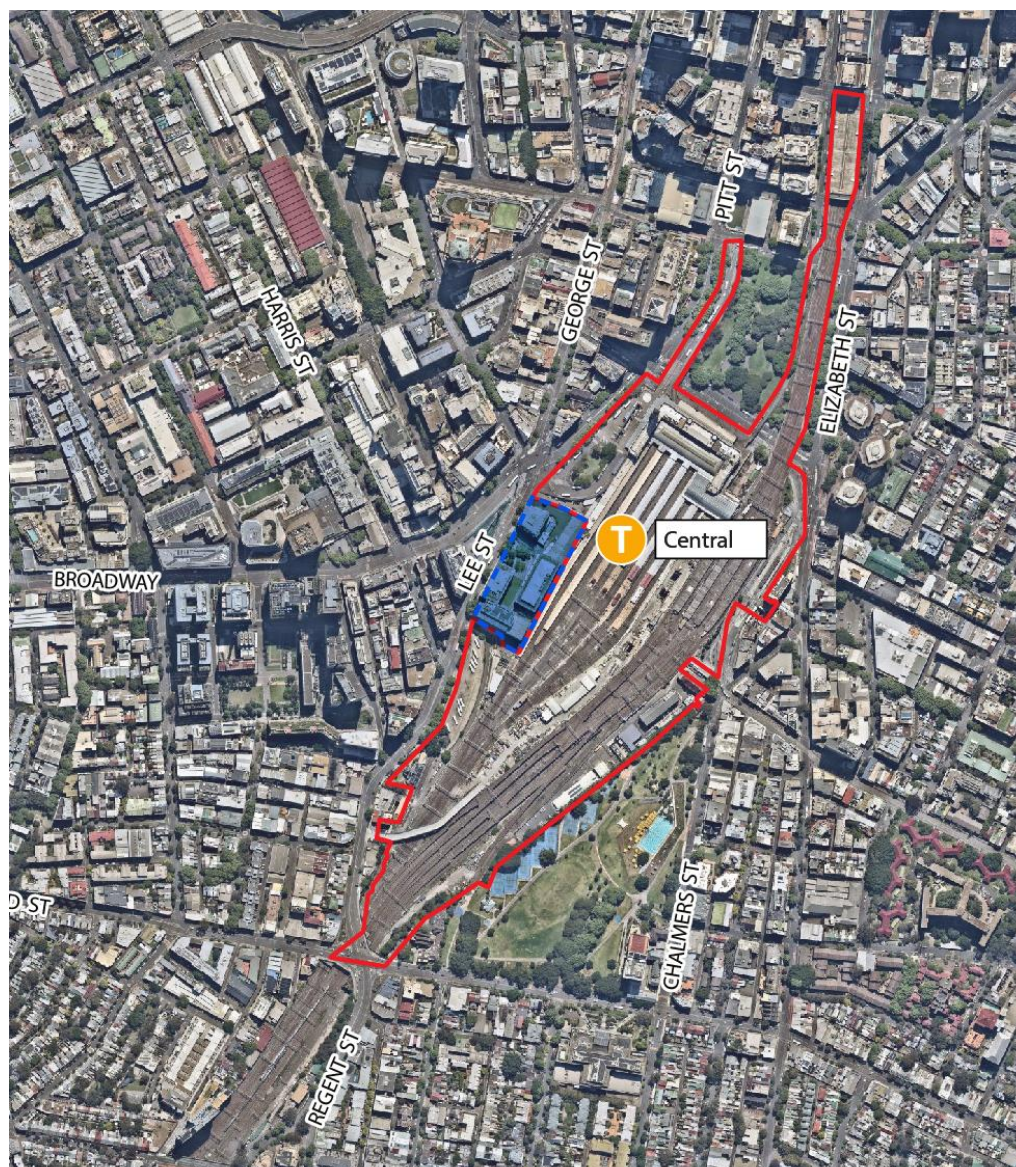


Figure 3 Central Precinct

Source: Ethos Urban

2.6 The study requirements

DPE in collaboration with the Greater Cities Commission (GCC), Government Architect NSW (GANSW), CoS and other government agencies released Study Requirements in October 2020 to guide preparation of the SSP Study. The study requirements relate to the following themes:

- public domain, place and urban design
- planning
- amenity

- population and demographics
- heritage
- social sustainability and infrastructure
- transport
- environmental sustainability, climate change and waste management
- green infrastructure, ecology, urban forest and greening
- utilities servicing
- infrastructure
- economic productivity and job creation
- water quality, flooding and stormwater
- aeronautical
- consultation.

2.7 The exhibited Indicative Reference Master Plan

The exhibited SSP Study proposes a planning framework for Central Precinct which intends to facilitate its future renewal as an extension of the Sydney CBD, with a focus on facilitating the type of collaboration that supports innovation and technology. The key aspects of the revised urban design framework included an Indicative Reference Master Plan, to illustrate one way in which the planning framework may be implemented to deliver the vision for Central Precinct. Key features of the exhibited Indicative Reference Masterplan were:

- approximately 269,500 square metres of office gross floor area (GFA)
- approximately 22,850 square metres of retail GFA
- approximately 53,600 square metres of hotel GFA
- approximately 84,900 square metres of residential accommodation GFA, providing for approximately 850 dwellings and including a minimum 5-10 per cent for the purposes of affordable housing
- approximately 47,250 square metres of education/tech space GFA
- approximately 22,500 square metres of student accommodation GFA
- approximately 14,300 square metres of community/cultural space GFA
- approximately 22,000 square metres of publicly accessible open space. This will include:
 - a Central Green (Dune Gardens) at the north of Central Precinct that will create a new civic public realm extension of the Sydney Terminal building and a new vantage point for Central Sydney
 - a new Central Square which will deliver on the vision for a new public square at Central Station, as one of three major public spaces within Central Sydney connected by a people-friendly spine along George Street

- mortuary Station Gardens at Mortuary Station that will be a key public domain interface between Chippendale and the OSD drawing on the story of Rookwood Cemetery and the Victorian Garden context with the established rail heritage of the Goods Line and rail lines
 - Henry Deane Plaza which will prioritise the pedestrian experience, improving connectivity and pedestrian legibility within the Western Gateway Sub-precinct, and provide clear direct links to and from the State heritage listed Central Station and its surrounds
 - Eddy Avenue Plaza to the north which will transform into a high-amenity environment with significant greening and an enhanced interface with the Sydney Terminal building.
- a new pedestrian network that will support clear and intuitive wayfinding throughout the Precinct. This will include:
 - a 15 - 24 metre wide Central Avenue that is laid out in the spirit of other street layouts within Central Sydney and which responds to the position of the Central Clock tower, providing new key landmark views to the Clock tower. Central Avenue will be a place for people to dwell and to move through quickly and will bring together the threads of character from the surrounding city context
 - three over-rail connections to enhance access and circulation to and through Central Precinct, as well as provide pedestrian and bicycle cross connections through the Precinct
 - the extension of public access along the Goods Line from Mortuary Station Gardens, offering a new connection to Darling Harbour
 - new vertical transportation locations throughout the Precinct allowing for seamless vertical connections and integration with the Central Station interchange below
 - an active recreation system that supports health and well-being through the integration of running and cycling loops, fitness stations, distributed play elements, informal sports provision, and additional formal recreation courts
 - a network of fine grain laneways that are open to the sky.

The land allocation for Central Precinct as exhibited in the SSP Study described in **Table 1** below.

Table 1 Breakdown of allocation of land within Central Precinct (note: below figures, except for total Central Precinct area, excludes WGP)

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

The Indicative Reference Masterplan that was exhibited from 22 August to 4 October 2022 as part of the Central Precinct State Significant Precinct Study is illustrated in **Figure 4** and **Figure 5**.



Legend

■ Commercial	■ Residential
■ Education and technology	■ Student housing
■ Community and cultural	■ Hotel

Figure 4 The exhibited Indicative Reference Masterplan of the SSP Study

Source: Architectus



Figure 5 The exhibited Indicative Reference Masterplan of the SSP Study seen from the north-east

Source: Architectus

2.8 The exhibited rezoning proposal

A State Environmental Planning Policy (SEPP) is proposed to amend the Sydney LEP 2012. The proposed SEPP amendment will apply to the area known as the Central Precinct (excluding the recently rezoned Western Gateway Sub-precinct). To support the plans for Central Precinct the proposed amendments include:

- new statutory planning controls within Sydney LEP 2012
- a Central Precinct draft Design Guide to support and provide more detailed guidance for development at Central Precinct
- amendments to other environmental planning instruments to support the intended outcomes for Central Precinct, including:
 - State Environmental Planning Policy (Planning Systems) 2021
 - State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
 - State Environmental Planning Policy (Transport and Infrastructure) 2021.

An Explanation of Intended Effects (EIE) was exhibited with the SSP Study to provide an explanation of the proposed provisions. An updated EIE (**Attachment 7**) outlining the amendments to the Planning Framework has been prepared as part of this RtS report and is further detailed in **section 8.1**.

Following finalisation of the rezoning, development applications will then be able to be made for Central Precinct. These will be subject to the relevant development assessment process under the EP&A Act, including public exhibition of specific proposals. Each of these future proposals will be required to comply with the planning controls that are proposed to apply to the Central Precinct

The actual development process, including staging, will be determined by TfNSW considering the complexity of building over an active rail corridor and the preference for a coordinated approach to infrastructure, public domain and similar matters.

3. Public exhibition

The DPE exhibited the Central Precinct SSP for a period of six weeks from 22 August 2022 until 4 October 2022.

Awareness of the exhibition process was promoted through DPE's website, TfNSW's website, a media announcement, social media, digital and print advertising.

During the exhibition period, TfNSW engaged with the community and stakeholders via face-to-face meetings, online meetings, social media, digital advertising, corporate website updates and an interactive newsletter, media announcement, media enquiries, and responding to general enquiries.

In summary, the following awareness building and engagement activities were undertaken:

- briefings were held with key stakeholders including CoS, Investment NSW, Create NSW, Aboriginal Affairs NSW, Property Council Australia, Committee for Sydney, Tourism and Transport Forum, Business Sydney and Tech Central Alliance
- approximately 17,000 notifications distributed to residents and businesses within a 500m radius of the Central Precinct
- 170 emails were sent to the Central Precinct Renewal Program mailing list subscribers
- 13 direct emails were made targeting key stakeholders to offer project briefings
- the Central Precinct Renewal webpage was updated with project information including an animation and interactive newsletter as well as information on how to have your say via a direct link to the DPE Planning Portal
- during the exhibition period, the project team provided opportunities for the community to meet the team to learn about the project and ask questions both online and in person. This included:
 - a livestream event that was attended by over 90 attendees
 - a CoS town hall meeting
 - 2 community drop-in sessions at Mortuary Station that had approximately 134 attendees
 - 25 enquiries responded to via TfNSW's email address.

The public exhibition of the Central Precinct SSP Study resulted in the receipt of 368 submissions in relation to the proposal. These submissions are described in **Section 4.** of this Rts Report.

4. Consultation during the Response to Submissions phase

4.1 Community consultation

Community consultation has been an important factor in shaping the work that has contributed to the Central Precinct SSP Study. The consultation work undertaken by TfNSW during the RtS phase has included:

4.2 First Nation's consultation

Balarinji undertook additional consultation with First Nations representatives including Alicia Bayley and Meagan Gerrard - Coota Girls Aboriginal Corporation, Ann Weldon, Ashlee Donahue - Mudgin-Gal, Bronwyn Penrith, and Nathan Moran – Metropolitan Local Aboriginal Land Council. For more information on this engagement refer to the updated Connecting with Country Framework, in Section 7.

4.3 Key stakeholder and government agency consultation

In 2017 TfNSW initiated early engagement with a range of key stakeholders and government departments and agencies, the CoS and peak bodies, representative groups and advocacy groups focussed on creating the initial vision and values for the renewal of Central Precinct.

The Central Precinct renewal has also been informed by consultation with numerous government agencies including the Department of Premier and Cabinet, DPE, Office of Environment and Heritage, Government Architect NSW and Greater Cities Commission (now part of DPE).

4.4 Working groups and panels

Considerable engagement has occurred during the RtS phase with the following groups and panels:

- the Project Working Group
- Project Review Panel
- State Design Review Panel.

The advice and recommendations received from each of these groups and panels is outlined in section 6 of this report.

Community and stakeholder engagement will continue to underpin the planning for Central Precinct to take into consideration the views, ideas and issues raised by stakeholders and the community.

5. Analysis of submissions

During the public exhibition period there were 368 submissions received in response to the Central Precinct SSP Study. As reflected in **Figure 6**, the type of respondents commenting on the exhibited SSP Study, include:

- 12 government agency submissions (including 1 City of Sydney Council submission)
- 30 non-government organisation submissions
- 326 community submissions.

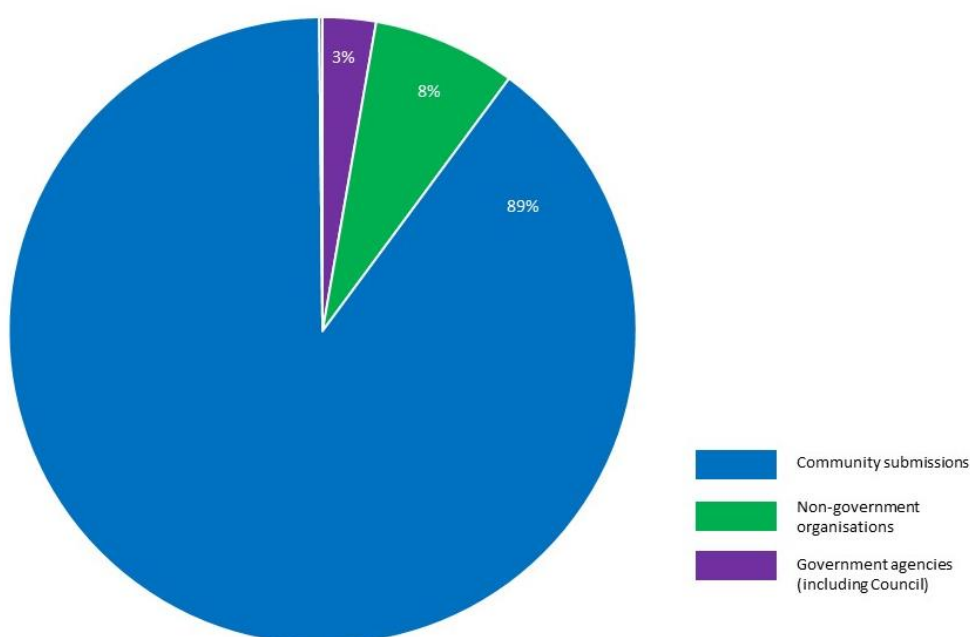


Figure 6 Summary of respondents

Source: Ethos Urban

Overall, as demonstrated in **Figure 7**, 62 per cent of the submissions received were unsupportive of the exhibited Central Precinct SSP Study in its current form, with:

- 228 (62 per cent) unsupportive of the proposal in its current form
- 57 (16 per cent) supportive of the proposal
- 83 (22 per cent) neutral submissions.

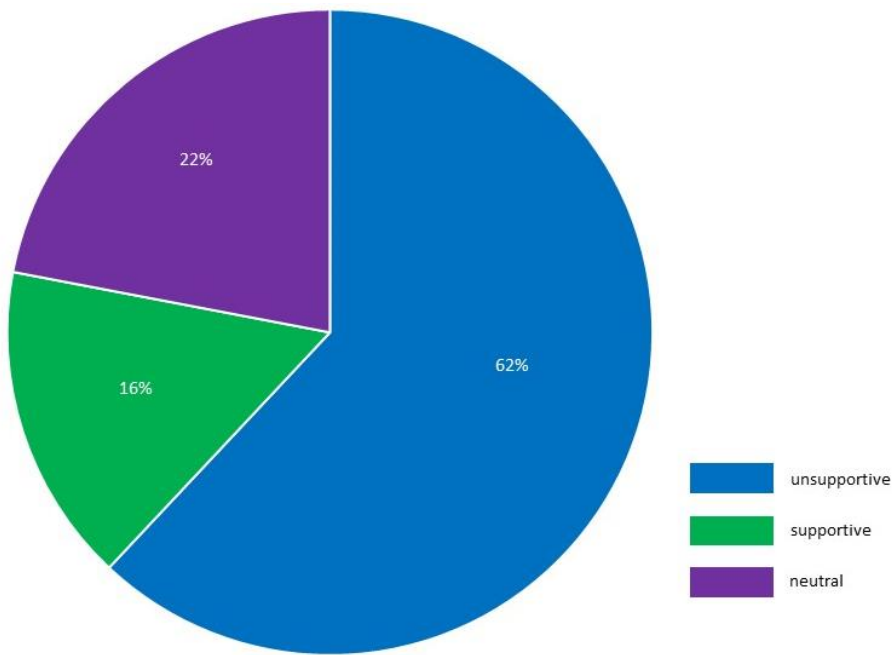


Figure 7 Types of submissions

Source: Ethos Urban

Details of the response to key matters raised as part of submissions received from the community, government agencies, and non-government organisations are discussed in **Section 7** of this RtS Report.

5.1 Key community feedback

A number of matters were raised in the community submissions, as summarised in **Table 2** below.

Table 2 Summary of matters raised in community submissions

Issue	Description
Responding to heritage	Any development above Central Railway Station is inconsistent with its heritage values and significance, and as such should not be supported.
Built form	Concern around the scale of the development, including the building heights proposed in the Regent Street Sidings Sub-precinct.
Wind impacts	The proposal will cause wind tunnel effects stemming from the height of the buildings.
Overshadowing	The proposal will result in overshadowing impacts to residences along Regent Street, and to Prince Alfred Park.
Design	Concerns regarding the general layout and configuration of the master plan for the Precinct.
Public space	The Precinct should include additional open space and in particular green open spaces.
Community facilities	The proposal should provide adequate community facilities and amenities to cater for the increased population.
Connecting with Country	The Precinct should be designed with First Nations people and include First

Issue	Description
	Nations artwork.
Views and visual impacts	The proposal will have a high visual impact to apartments along Regent Street, namely from the proposed Regent Street Sidings sub-Precinct.
Affordable housing	The proposal should include a greater proportion of affordable housing, and there should be an allocation provided for indigenous affordable housing.
Land use	The proposal focusses on the provision of commercial uses in a post-pandemic environment in which working from home has become popularised.
Passenger experience	The proposal encloses the platforms of Central Station, reducing the sunlight reaching the platforms and the ventilation, consequently diminishing the passenger experience.

5.2 City of Sydney Council (CoS)

5.2.1 City of Sydney Council (CoS)

The CoS provided a detailed submission that noted the Council's in principle support for the Central Precinct Renewal Project, but which raised matters with a number of matters, as described in **Table 3** below.

Table 3 Summary of matters raised in CoS submission

Matter	Description
Building on top of the railway line	<ul style="list-style-type: none"> the proposal seeks to rezone the airspace above the rail lines for over station development (OSD), however the supporting technical studies do not consider the engineering requirements or planning of the OSD deck, nor the implications on rail services.
Local infrastructure	<ul style="list-style-type: none"> the proposed approach of a planning agreement is not supported, and contributions should be payable under the Central Sydney Development Contributions Plan 2020 the CoS disagrees with offsetting contributions payable under the Central Sydney Development Contributions Plan 2020 for enabling works, works benefiting the Precinct's amenity, State owned community facilities, State infrastructure such as health facilities, and facilities that can be delivered by the private sector.
Connecting with Country	<ul style="list-style-type: none"> a governance process should be established that demonstrates how Aboriginal people will have influence through the project lifecycle the Aboriginal Engagement Strategy should be amended to establish a process for purposeful and coordinated engagement that is connected to outcomes and builds on previous conversations with community members.
Innovation workspace	<ul style="list-style-type: none"> there is inadequate education and tech floor space to deliver on the intended tech and innovation hub for the Precinct. This requires an increase from less than 10 per cent of the proposed floor space to at least 20 percent there should be a requirement in the planning controls for a minimum 15

Matter	Description
	<ul style="list-style-type: none"> per cent of commercial space to be affordable the proposal should include diverse building envelopes providing appropriate and adaptable workspace for the innovation Precinct.
Bulk and scale	<ul style="list-style-type: none"> the amount of floor space and density is excessive the building envelopes should be reconsidered to improve sunlight, wind, and general amenity outcomes the proposal should adopt an 8m setback unless equivalency is demonstrated for sky view and wind in accordance with Schedule 12 of the SDCP2012 building heights should be reduced below the sun access plane.
GFA calculation	<ul style="list-style-type: none"> measure the GFA and FSR using the CoS assumptions and methodology.
Housing provision	<ul style="list-style-type: none"> the planning controls should require at least 25 per cent of housing to be affordable, with 10 per cent of this to be for Aboriginal and Torres Strait Islander housing the planning controls should require 15 per cent of housing to be diverse housing, including student housing, co-living, ageing in place, accessible and mixed tenure housing all residential development should be limited to the Regent Street Sidings Sub-precinct. the proposal should better support people experiencing homelessness and recognise Central Station's strong historical and ongoing relevance for people sleeping rough.
Quality public spaces	<ul style="list-style-type: none"> there should be better consideration of improvements required to public spaces surrounding the development, including Central Square, Prince Alfred Park, and the Grand Staircase the proposal for Mortuary Station Plaza should be revised to improve access, ensure sunlight for tree growth and accommodate heritage trains central Green should be reconfigured to allow for improved amenity.
Solar access	<ul style="list-style-type: none"> the solar access of the affected adjacent properties in Chippendale should be analysed in accordance with the Apartment Design Guide.
Wind impacts	<ul style="list-style-type: none"> redesign the master plan to eliminate unsafe and uncomfortable pedestrian and wind environments ensure that all identified dwell spaces in the draft Design Guide have wind conditions suitable for sitting mitigate wind impacts through the building envelopes, without reliance on wind mitigation devices.
Green infrastructure	<ul style="list-style-type: none"> the planting strategy, including the intended species, should be reconsidered based on the conditions created by the OSD increased canopy cover and/or greening should be provided in Blocks A to F there is sufficient space in the Ibero-American Plaza, along the side of the station increased canopy.
Heritage	<ul style="list-style-type: none"> elements of 'exceptional' and 'high' significance should be retained, conserved and maintained

Matter	Description
	<ul style="list-style-type: none"> the proposal should respect of the heritage significance of the entire site the design of the Grand Staircase should be reconsidered to maintain views between the Grand Concourse and platforms the Block A tower should be positioned further south to maintain views of the Clock tower the built form presents a wall of development diminishing the historic character of Prince Alfred Park and its long views, in turn detracting from its heritage significance.
Sustainability	<ul style="list-style-type: none"> firm commitments should be embedded in the draft Design Guide to achieve sustainable outcomes Precinct-wide the waste targets should match or exceed those set by the NSW Government Waste and Sustainable Materials Strategy 2041 and the CoS Waste Strategy and Action Plan.
Stormwater and flooding	<ul style="list-style-type: none"> the draft Design Guide should be amended to require a Precinct-wide Integrated Water Management Strategy to be approved prior to the first development application for the Precinct the draft Design Guide controls for flood risk management are insufficient to prevent detrimental changes to off-site flooding.
Design excellence	<ul style="list-style-type: none"> the CoS Competitive Design Policy should be applied for all sites the design competition boundary for Central Square should include Railway Square, Lee Street and the Upper Square all juries are to include a member nominated by the CoS.
Transport and movement	<ul style="list-style-type: none"> the modelling and assumptions used in the Transport Study requires updating as it is faulty or inadequate to underpin the proposal.
Noise and vibration	<ul style="list-style-type: none"> the draft Design Guide should adopt provision 10 of Section 4.2.3.11 'Acoustic Privacy' of the SDCP2012 to ensure alignment regarding weighted standardised impact sound level.
Public art	<ul style="list-style-type: none"> the public art for the Precinct should be delivered through a developer-funded mechanism managed by a single authority (TfNSW) that would allow for the pooling of funds, ensuring a place management approach.
Night-time economy	<ul style="list-style-type: none"> relevant night-time economy provisions from the SDCP 2012 should be embedded in the draft Design Guide.

5.3 Government agencies

5.3.1 Government Architect NSW

The GANSW identified multiple matters in relation to the proposal, which are summarised in Table 4 below.

Table 4 Summary of matters raised in GANSW submission

Issue	Description
Connecting with Country	<ul style="list-style-type: none"> the draft Design Guide objectives could include more specific wording regarding on-going participation to ensure co-design processes can be successfully realised Connecting with Country initiatives should not be limited to the public domain and public art to enable architectural approaches.
Quantum of open space	<ul style="list-style-type: none"> at least 15 per cent of the site should be public open space.
Street network quality	<ul style="list-style-type: none"> the pedestrian connections should be appropriately widened to align with the street network and allow for activation.
Protection of the public domain	<ul style="list-style-type: none"> there is no consideration of the engineering requirements beneath the OSD, nor mechanisms provided to address any related issues that may arise in the future.
Sunlight	<ul style="list-style-type: none"> Mortuary Station Plaza should be required to achieve direct sunlight to 50 per cent of the area for a minimum of 2 hours from 9am to 3pm on 21 June Eddy Avenue Plaza should be required to achieve direct sunlight to 50 per cent of the area for a minimum of 4 hours from 9am to 3pm on 21 June inadequate solar access is achieved by Central Avenue, the Southern Plaza and the street network, which will limit the successful growth of trees.
Daylight access	<ul style="list-style-type: none"> sky view factor outcomes should be derived from base case testing in accordance with Schedule 12 of the SDCP2012 the minimum targets should at least reflect the achieved outcomes of the master plan.
Wind impacts	<ul style="list-style-type: none"> amelioration of wind outcomes should be achieved through the building envelopes and not rely on wind mitigation devices.
Views and vistas	<ul style="list-style-type: none"> the continuity of critical street vistas should be included as part of the draft Design Guide.
Residential amenity	<ul style="list-style-type: none"> it should be demonstrated that high quality acoustic amenity and natural ventilation can be afforded to residents, given that the guidance enables build to rent to be built on the OSD further analysis should be provided to demonstrate the visual, outlook, privacy, and overshadowing impacts to surrounding residential properties are acceptable. This should include an ADG assessment.
Passenger experience	<ul style="list-style-type: none"> the proposal diminishes the amenity and spatial quality of the railway platforms by enclosing the platforms and reducing light and ventilation.
Public domain areas	<ul style="list-style-type: none"> Central Green requires a street frontage along its southern boundary Central Avenue is only activated on one side

Issue	Description
	<ul style="list-style-type: none"> the Eastern Colonnade has poor amenity the scale of the stair connections to the OSD will have an overbearing impact on Mortuary Station pedestrian access to the OSD and to the Mortuary Station Sub-precinct is adjacent to the bus layover and service egress points which may compromise pedestrian amenity and safety the Devonshire Link is a stepped and misaligned connection of Devonshire Street and narrows to 14m which is problematic as the primary east-west connection doesn't stitch into the street network of Surry Hills the Devonshire Link bridge doesn't provide opportunity for activation or landscaping which would allow the bridge to read as part of an extended public realm rather than a 'bridge'.
RL 21	<ul style="list-style-type: none"> the resolution of the level change between the internal finished floor level of the Terminal's Western Extension and the adjacent plaza level will impact the available width of the undercroft.
Bulk and scale	<ul style="list-style-type: none"> the proposed building envelopes and their layout contribute to an overbearing bulk and scale Zof development excessive heights are proposed which exceed the prescribed airspace.
Built form – Flexibility and adaptability	<ul style="list-style-type: none"> the upper level floor to floor heights proposed appear to primarily support commercial office use. There does not appear to be any consideration of the spatial requirements required for successful innovation uses the mechanism to deliver height articulation along Central Avenue is inadequate and lacks specificity.
Built form – Prince Alfred Sidings	<ul style="list-style-type: none"> the nil upper level setback will provide an overbearing visual impact on Prince Alfred Park and restrict tree canopy growth there is no street frontage along the side of the park to create a defined public realm edge ensure the ground floor level provides a seamless connection with the public domain.
Green infrastructure	<ul style="list-style-type: none"> green cover, canopy targets and land use types in the Public Domain Strategy are inconsistent with the CoS Green Sydney Strategy targets and land use types the tree canopy and green cover targets will result in the under provision of landscaping in certain areas.
Transport Study	<ul style="list-style-type: none"> the Transport Study does not include swept paths for emergency or service maintenance vehicles.
Sustainability	<ul style="list-style-type: none"> the sustainability objectives in the draft Design Guide should demonstrate greater ambition in the wording used.
Affordable housing	<ul style="list-style-type: none"> at least 15 per cent of proposed housing should be affordable housing.
Design excellence	<ul style="list-style-type: none"> the design competitions should be undertaken in accordance with the CoS Design Excellence Competition Guidelines support the creation of a Precinct-wide Design Excellence Strategy and advise that individual design excellence strategies will also be required for all competitive processes.

5.3.2 Heritage Council NSW

The Heritage Council NSW objected to the proposal and raises several matters, which are summarised in **Table 5** below.

Table 5 Summary of matters raised in Heritage Council NSW submission

Issue	Description
Commercial floor space	<ul style="list-style-type: none"> the proposal includes substantial commercial floor space despite people working from home more frequently in the post-pandemic context the bulk and scale proposed in Central Precinct is excessive a further feasibility study should be undertaken that forecasts the future demand for commercial floor space in a post-pandemic context.
Building on top of heritage	<ul style="list-style-type: none"> the OSD towers included in the master plan will detrimentally impact on heritage and should be replaced by low-rise options.
Protection of non-Aboriginal cultural heritage	<ul style="list-style-type: none"> given the presence of State significant archaeological items within Central Precinct, archaeological preservation should occur on site and appropriate mitigation measures should be adopted that respond to the significance of archaeological resources.
Protection of Aboriginal cultural heritage	<ul style="list-style-type: none"> if additional significant Aboriginal cultural heritage values are identified, options to avoid impact to these values need to be explored, including conservation or if impact cannot be avoided, appropriate mitigation measures should be adopted.
Conservation Management Plan	<ul style="list-style-type: none"> there are inconsistencies with the proposed SSP Study and the policies of the Conservation Management Plan there are multiple items that should be amended in the Conservation Management Plan.
Draft Design Guide	<ul style="list-style-type: none"> the draft Design Guide should include reference to conservation guidelines and policies from the CMP.
General heritage impacts	<ul style="list-style-type: none"> the north OSD towers will detrimentally impact on the setting of the Sydney Terminal Building the proposed built form will impact the key views from Prince Alfred Park.

5.4 Instruction from the Department of Planning and Environment (DPE)

The DPE issued a letter to Transport for NSW (TfNSW) on 27 October 2022 summarising the key matters identified following its review of all the submissions made in relation to the SSP Study. The key matters identified by the DPE included the following:

- public open space
- heritage
- movement
- wind
- built form, scale and density
- affordable and social housing.

The DPE encouraged TfNSW to continue to use the Project Working Group (PWG) to obtain feedback on options, and to carry out further technical studies as required to inform amendments to the SSP Study. Refer to **Section 0.** for further information.

5.5 Non-government organisations

A number of non-government organisation submissions were received during the public exhibition of the Central Precinct SSP Study. **Table 6** below identifies the primary matters raised from key non-government organisations. Further detail surrounding these identified matters is provided in **Section 0.** of this RtS Report.

Table 6 Summary of non-government organisation submissions

Organisation	Matters raised
The National Trust	<ul style="list-style-type: none"> • responding to heritage • reducing the prominence and views of the Clock tower through the delivery of tall towers • enclosing the platforms, removing the arrival sequence and making the platforms devoid of light and air • impact the operation of heritage steam trains • the proposal separates Mortuary Station from the wider rail Precinct and shades it from the north • the built form creates a wall between Surry Hills, Ultimo and Chippendale, rather than integrating with these areas • the proposed building heights exceed the prescribed airspace • the Central Green will be difficult to access and does not effectively connect to the surrounding streetscape.
University of Technology Sydney	<ul style="list-style-type: none"> • a proportion of the commercial floor space should be subsidised and offered at below typical CBD market rates • insufficient open space is provided when considering the proposed new population and workers generated by the proposal • a local infrastructure contributions regime should be created and implemented, enabling the collection of contributions by CoS to then be used around the Precinct • the proposal has a limited focus on integration with surrounding areas.
Action for Public Transport (N.S.W) Inc	<ul style="list-style-type: none"> • adverse impact on the operations of steam trains • the layout of the Indicative Reference Master plan should allow for adequate flexibility to deliver the rail components under the OSD deck • opportunities for light into the platforms should be provided through the inclusion of windows and skylights • Mortuary Station should retain its tracks and be kept in working order • the bus layover area near Mortuary Station needs to be preserved in some form.
Bicycle NSW	<ul style="list-style-type: none"> • concerns surrounding the Precinct's accessibility for cyclists • concerns regarding the lack of proposed bicycle infrastructure.
Urban Taskforce Australia	<ul style="list-style-type: none"> • TfNSW, DPE and CoS should constructively discuss a feasible contributions plan for Central Precinct that enables the development to proceed.
Australian Institute of Landscape Architects	<ul style="list-style-type: none"> • the wind studies indicate that much of the public realm is only suitable for walking and also overshadowed • the sky view factor of less than 20 per cent for the majority of streets and laneways is not conducive to public domain amenity and comfort of use

Organisation	Matters raised
	<ul style="list-style-type: none"> for extended periods of time responding to heritage the sustainability initiatives are not integrated with Green Infrastructure, Ecology, Urban Forest and Greening, as a systems based approach Connecting with Country principles are not deeply embedded within the development.
TOGA Development and Construction	<ul style="list-style-type: none"> it is important that Central Precinct suitably integrates with TOGA's landholdings the proposal should be subject to the equivalency testing for wind impacts, in accordance with Schedule 12 of SDCP2012.
ISPT	<ul style="list-style-type: none"> the retail floor space should have a strategy that allows for its success through a managed release, rather than flooding the Precinct with a plethora of new tenancies at once the proposal does not adequately integrate the Precinct with the surrounding areas.

5.6 Key matters

The key matters raised in submissions are summarised in detail within **Section 7** of this RtS Report, with associated responses also provided. In summary, the key matters raised in submissions are summarised in **Table 7** below.

Table 7 Summary of key matters

Theme	Description
Connecting with Country	<ul style="list-style-type: none"> explore expanding Connecting with Country initiatives beyond the public domain and public art, and consider updates to the draft Design Guide to ensure initiatives consider architectural approaches review the Aboriginal Engagement Strategy to establish a process and governance for engagement for future development of the Precinct, and one that builds a respectful and informed relationship with the community.
Heritage	<ul style="list-style-type: none"> demonstrate that the proposal provides an appropriate balance between the scale of new development and the Precinct's heritage values of the State heritage-listed Central Railway Station Group explore options in the built form layout on the OSD deck to open views from the public domain to key heritage items, including the Grand Concourse, Mortuary Station, and the first and second stations.
Public open space	<ul style="list-style-type: none"> further consider the layout of the public domain, including the role and shape of key public open spaces reinterrogate areas of proposed public open space to test alignment with wind comfort, safety standards and sunlight access review the tree canopy and greening cover targets in the draft Design Guide, to ensure the tree canopy is maximised as much as possible, considering the OSD deck structure and heritage context.
Amenity	<ul style="list-style-type: none"> address key areas of public space experiencing wind impacts to ensure wind comfort levels match the purpose and function of areas of public

Theme	Description
	<p>space, such as Central Green and Central Avenue</p> <ul style="list-style-type: none"> the CoS request for comparative analysis of wind and sky view between the proposed scheme and base case scheme (CSPS-compliant envelope) assess impacts to existing residential properties along Regent Street, considering ADG compliance with solar access, privacy and views.
Movement	<ul style="list-style-type: none"> further investigate the layout of Central Avenue further investigate recommendations to realign and widen the Precinct, including: <ul style="list-style-type: none"> the Lee Street link to improve connection to the George Street bridge and Regent Street widened east-west links investigate the eastern colonnade reduce the extent of the Grand Concourse staircase provide pedestrian modelling review the future cycling network, including options for links north-south and east-west and cyclist use of the Goods Line.
Built form	<ul style="list-style-type: none"> review upper-level setbacks, building separation, linked tower strategies, podium length, street wall heights, the width of key streets and laneways, and the height of buildings close to significant heritage items review upper-level setbacks for tower forms to align with the upper-level setbacks of the CSPS (8m) further studies as required to review the built form height adjacent to Mortuary Station Plaza, to identify options to improve amenity and optimise solar access, maximise tree canopy and minimise adverse heritage impacts to Mortuary Station review the proposed floor space ratio (FSR), having regard to the inclusion of streets and laneways and the CoS's comments on the calculation of gross floor area (GFA) and FSR.
Land use	<ul style="list-style-type: none"> further investigate the need for the proposed quantum of floorspace for commercial office uses, in particular arising from changes to office workspace demand in response to the COVID-19 pandemic investigate diversifying the land use mix further by potentially increasing the overall provision of space for tech/education demonstrate that the proposal will deliver floorspace that is designed to be capable of supporting tech and innovation uses. Matters to address include flexibility and adaptability for different uses with larger floor plates, higher floor-to-floor heights and servicing confirm the approach to support affordable workspaces. Submissions requested that a proportion of employment floorspace should be subsidised and offered below typical CBD market rates for innovation and technology start-ups and small and medium-sized enterprises further consider the proposed affordable housing target and proportion of affordable housing being for the purpose of Aboriginal housing.
Infrastructure schedule	<ul style="list-style-type: none"> further work required on the proposed infrastructure contributions framework, particularly which items are considered local infrastructure and eligible to offset payment of contribution levies in the Central Sydney Development Contributions Plan (e.g. public open space and community facilities).

Theme	Description
Sustainability	<ul style="list-style-type: none"> • have firm sustainability ambitions in the draft Design Guide. Remove qualifiers and non-committal language • update waste management provisions in the draft Design Guide in response to recommendations in the CoS's submission.
Design excellence	<ul style="list-style-type: none"> • confirm the Design Excellence Strategy for Central Precinct, noting that the CoS preference is to apply its own Competitive Design Policy for all sites • GANSW's submission supports that all competitive design processes be undertaken in accordance with the CoS Design Competition Policy, with departures for specific provisions i.e., juries and design integrity processes where the GANSW Guidelines will apply.
Deck and rail services	<ul style="list-style-type: none"> • concerns around enclosing the platforms beneath the OSD deck and the resultant impacts on the ongoing use of Central Station for heritage steam trains • the covering of platforms with the OSD deck would detrimentally impact on the experience of passengers within Central Station by limiting daylight and ventilation.
Public art	<ul style="list-style-type: none"> • further detail is required regarding; the proposed funding method to implement the Public Art Strategy, the rationale for the development and prioritisation of works, and how interpretation projects will be facilitated by curators • the Public Art Strategy includes multiple landmark artworks and a complex process to achieve them
Ownership and management of publicly accessible spaces	<ul style="list-style-type: none"> • the CoS has sought reassurance that the Precinct will remain in public ownership • the importance of the agency charged with maintaining the publicly accessible space having sufficient resources and experience in public space management • contentions regarding the proposed Codes SEPP amendments to enable temporary events in the public space without requiring development consent
Homelessness	<ul style="list-style-type: none"> • provide better support for people experiencing homelessness, considering Central Station's historical and ongoing relevance for people sleeping rough • the needs and rights of rough sleepers should be considered as part of the design and ongoing management of Central Precinct throughout the construction and occupation phases

6. Actions taken since exhibition

6.1 Project Working Group

Regular Project Working Group (PWG) sessions have been held with representatives from the CoS, GCC, DPE and GANSW. These meetings have been ongoing since the NSW Minister for Planning and Public Spaces declared Central Precinct a nominated SSP in July 2019. The PWG has been instrumental in helping to workshop resolutions to technical matters and refine the Central Precinct proposal. Engagement with the PWG has continued following public exhibition of the Central Precinct SSP Study and has been key to inform the updates and amendments made to the proposal as set out in this RtS submission.

6.2 Project Review Panel

As part of the SSP study, a Project Review Panel (PRP) was established with members from the CoS, GCC, DPE and GANSW to provide project updates at key milestone dates to ensure the project was aligned to state and local government objectives. Over the course of the project, there has been five project review meetings with two additional panel meetings held after the exhibition of the SSP Study. A summary of the two post-exhibition panel meetings are provided below.

Meeting with the PRP (February 2023)

TfNSW provided a status update on the key matters of resolution following the exhibition period of the SSP Study, including:

- an overview of the exhibited proposal and feedback received
- the emerging directions by TfNSW and project team to respond to key matters raised since exhibition
- an overview of the revisions made to date on the Urban Design Framework since exhibition
- the intended revisions to the Planning Framework
- next steps to be taken after the Project Review Panel meeting.

Following this meeting, the PRP noted that the site and proposal is highly complex and requires ongoing refinement and consideration of several issues, including:

- review the proposal against the key directions and big moves of the Place strategy to ensure it delivers on the vision for renewal
- review the GFA calculation method in accordance with the City of Sydney's Central Sydney Planning Strategy
- focus on clearly defining the purpose of the public domain and encourage TfNSW to interrogate the proposed public spaces with regard to their amenity
- consider and incorporate the findings in the wind modelling to improve safety and comfort across the precinct and unsafe wind conditions should be resolved through the building massing

- continue working with the PWG to develop the Design Excellence Strategy
- explore opportunities to deliver social housing in the precinct and demonstrate all options have been considered to deliver affordable workspace
- provide a proof of concept for emergency service access.

Meeting with the PRP (June 2023)

TfNSW provided an overview of how the key matters raised during exhibition have been addressed, as well as discussed, the proposed updates for the revised Indicative Reference Masterplan. At the meeting, the PRP recognised the continuing design development undertaken to develop the Central SSP Study.

The PRP also provided the following advice to assist TfNSW in finalising the proposal before submitting their RTS to the Department:

- recommending the DPE undertake an independent peer review of the GFA calculation methodology (during the assessment of the RTS), with consideration of the City's methodology, to ensure that the final FSR controls are appropriate
- consider opportunities to apply higher floor-to-floor heights to a greater proportion of the buildings to deliver flexibility within future built forms
- supports the reduction of GFA by 10 per cent across the precinct to allow for the award of design excellence floorspace of up to 10 per cent for competitive design processes (competitions)
- recommending the Design Excellence Strategy should be clear on process requirements, address how the design excellence bonus will be awarded and explain how design excellence will be achieved for buildings if the design excellence bonus is not sought
- supports TfNSW's commitment to 30 per cent affordable housing and consider that this should be delivered in perpetuity to ensure ongoing benefit
- ensure the proposal does not worsen existing wind conditions to areas surrounding the precinct and that the proposal should look to outline effective ways that any increased wind impacts may be mitigated at detailed design stage.

6.3 State Design Review Panel

The State Design Review Panel (SDRP) was chaired by the GANSW and comprised of experts in urban design, architecture, heritage, sustainability and landscaping. The role of the SDRP was to provide advice on the design aspects of the proposal. An additional meeting took place on 15 December 2022, in which feedback was provided on an alternative Indicative Reference Masterplan which was prepared to address the initial concerns raised during the exhibition stage.

At this meeting, the SDRP raised a number of issues including heritage, public space and landscape, amenity, bulk and scale and the Tech Central built form strategy. These issues have been further detailed in **Section 7** of this report.

6.4 The revised Indicative Reference Masterplan

Based on the feedback received during the public exhibition of the Central Precinct rezoning proposal, a revised proposal has been prepared for DPIE's consideration as part of its assessment. The revised proposal includes an Urban Design Framework and revised Public Domain Strategy, which establishes the revised Indicative Reference Masterplan and has informed updates to the proposed planning framework for Central Precinct. The updated Indicative Reference Masterplan comprises:

- approximately 263,000 square metres of commercial gross floor area (GFA)
- approximately 24,450 square metres of retail GFA
- approximately 46,000 square metres of education/ tech GFA
- approximately 14,800 square metres of community/ cultural GFA
- approximately 82,350 square metres of residential GFA
- approximately 53,000 square metres of hotel GFA
- approximately 20,700 square metres of student accommodation GFA
- 30 per cent of new dwellings to be provided as affordable housing
- over two hectares of new and improved publicly accessible spaces, including:
 - Central Square, a new approximately 7,000 square metre publicly accessible open space located at the junction of George Street and Pitt Streets at street level
 - Central Green, a new approximately 6,200 square metre publicly accessible open space located immediately south of the Sydney Terminal building at deck level, including the Sydney Terminal building western rooftop
 - Devonshire Square, an approximately 3,700 square metre publicly accessible plaza at the junction of Central Avenue and the Devonshire link
 - Southern Plaza, an approximately 4,700 square metre publicly accessible plaza at the junction of Central Avenue and the George Street Bridge
 - Mortuary Station Plaza, an approximately 6,500 square metre (excluding the Mortuary Station building) publicly accessible plaza located at street level at the junction of the Mortuary Station and the Goods Line
 - upgrades to Eddy Avenue Plaza and Ibero-American Plaza
- an integrated network of streets, laneways and other movement corridors, including:
 - Central Avenue, as Central Precinct's new main street
 - Devonshire Link, as Central Precinct's main east-west sequence
 - a north-south link as an intimately scaled, active laneway
 - a supporting network of other open-to-the-sky laneways generally running east-west through the Precinct
 - through-block links to provide further permeability for pedestrians

- three active transport over-rail bridges
- a revitalised Goods Line as an active transport corridor.

The key features of the updated Indicative Reference Masterplan, include:

- a network of new and enhanced public spaces linked together by green connections. This will include:
 - a new Central Square that will deliver on the vision for a new public square at Central Station, as one of three major public spaces within the Sydney CBD connected by a people-friendly spine along George Street
 - a Central Green (Dune Gardens) at the north of Central Precinct will create a new civic park extension of the Sydney Terminal building and a new vantage point for Central Sydney
 - a new civic space (Devonshire Square) at the proposed entry/exit point to Central Walk from the OSD, giving access to all platforms within Central Station, Mortuary Station Plaza at Mortuary Station will be a key public domain interface between Chippendale and the over-station development and a public link to the Goods Line
 - a reconfigured Southern Plaza at the southern end of the OSD deck will provide a new arrival and meeting space when coming from Redfern and a key connection to Redfern when coming from the city
 - Eddy Avenue Plaza will transform into a more civic environment with improved amenity and an enhanced interface with the Sydney Terminal building.
- a new network of circulation spaces that are legible and provide for public access and use of the place. This will include:
 - Central Avenue, with a consistent minimum width of 18 metres located to provide long views of the Sydney Terminal Building Clock tower. Central Avenue will be a place for people to dwell and move through while linking together a sequence of publicly accessible spaces on the OSD deck, including the Central Green, Devonshire Square and the Southern Plaza
 - a minimum 6-metre wide north-south laneway providing an additional intimate and active link between the sequence of publicly accessible spaces on the OSD deck, and opportunities for smaller courtyard experiences
 - three new over-rail connections to enhance pedestrian and bicycle access to and from Surry Hills, Prince Alfred Park, Redfern and Chippendale and circulation to and through the Central Precinct
 - the extension of public access along the Goods Line offering a new connection to Darling Harbour from Mortuary Station Plaza
 - new vertical transportation locations throughout the Precinct provide accessible vertical connections to the OSD.

The revised proposed land allocation for Central Precinct is described in **Table 8** below.

Table 8 Breakdown of allocation of land within Central Precinct

Land allocation	Proposed
Open-air rail corridor (Infrastructure)	88,484 sqm
Western Gateway	16,638 sqm
Developable area (Total)	132,890 sqm
Public Space (Including open space, squares, plazas, movement zones, streets and links)	73,040 sqm /55 per cent of Developable area
Building area	59,850 sqm / 45 per cent of Developable area
Central Precinct total area	238,012 sqm (23.8 ha)

The revised Indicative Reference Masterplan for Central Precinct is illustrated **Figure 8** below.

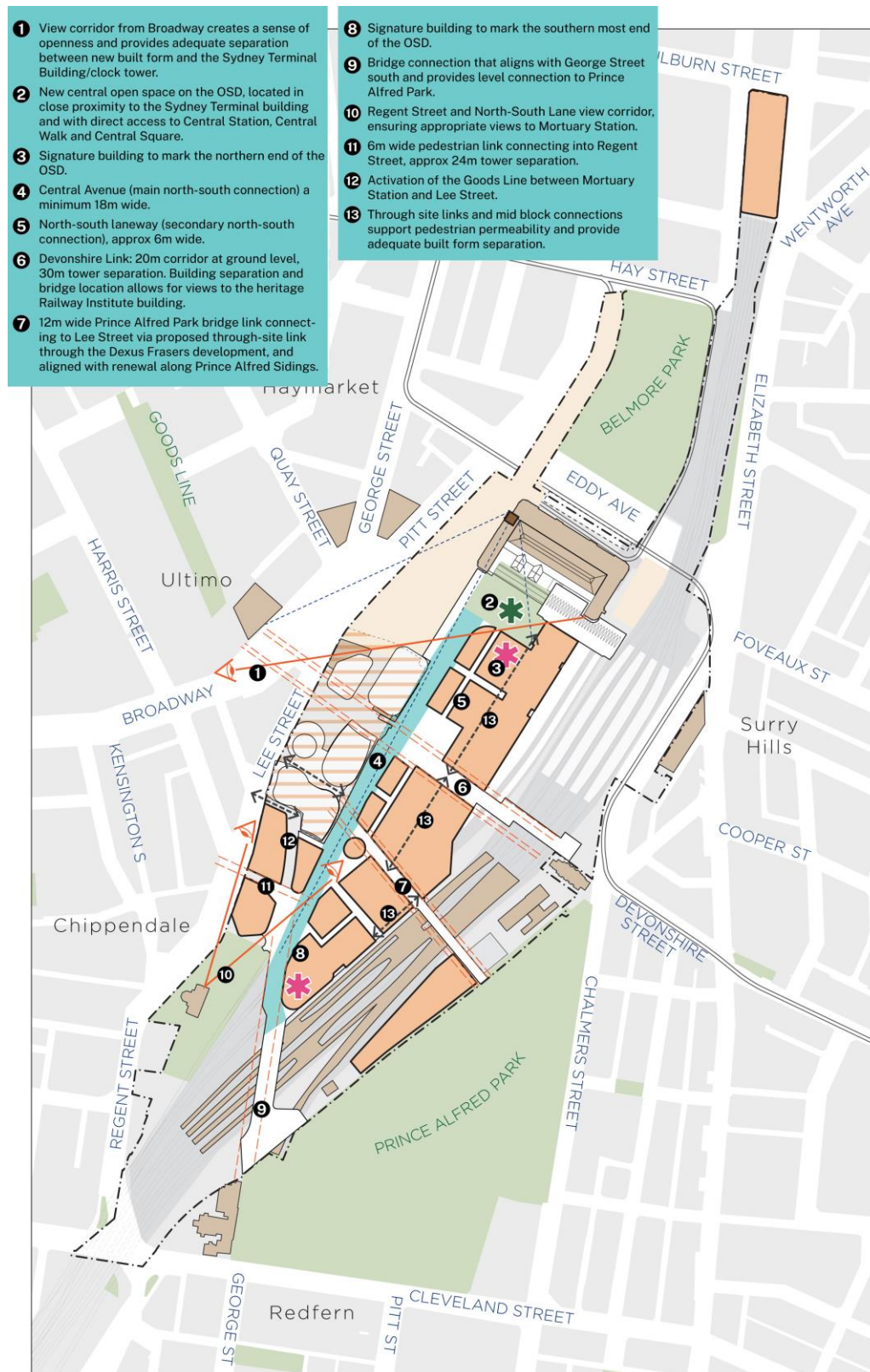


Figure 8 Revised Urban Design Framework

Source: Architectus, 2023

6.4.1 Key changes from the exhibited proposal

The feedback on the exhibited rezoning proposal has informed subsequent amendments to the revised Indicative Reference Masterplan. A summary of the key changes adopted as part of the revised Indicative Reference Masterplan are described below:

- **Improved interface between Terminal and OSD:** The interface relationship between the OSD deck and the Terminal Building has been further rationalised to improve the function of the station as a major interchange and better respect the heritage of Central Railway Station. The following changes have been made:
 - a reduced spatial extent of the stairs between the OSD deck and the Terminal to now be a consolidated vertical connection (stairs, lift and escalators) to the north-eastern edge of Central Green
 - an expanded concourse level with greater access to daylight and new opportunities for landscaping that will improve the passenger experience on the platforms and in the concourse, compared to the exhibited proposal
 - incorporating an interpretation of the platform canopies to deliver a heritage-responsive and weather-protected connection.
- **Consistent 18-metre-wide Central Avenue:** A consistent width of 18 metres has been provided for Central Avenue. The future role and function of this link has been revised from an avenue between the north and south of the OSD deck to now becoming a connector of a sequence of public spaces on the OSD deck.
- **Additional mid-block through-site links:** The introduction of additional mid-block connections to reinforce breaking up the podiums on the OSD deck level into interconnected smaller building forms.
- **Removal of the Eastern Colonnade:** The eastern colonnade has been removed from the revised Reference Masterplan.
- **Reconfiguration of Central Green:** The layout of Central Green has been adjusted to be a squarer geometry compared to the exhibited proposal. The primary movement path through Central Green is now focused toward the southern and eastern edges of this open space. The indicative design of Central Green has also been adjusted to improve its relationship with the Terminal Building through the incorporation of seating and greater landscaping at the northern edge of the park.
- **An enlarged Mortuary Station Plaza:** The reduction of the podium building envelope of the Regent Street Sidings building brought about through changes to the bus layover and basement entry /exit pathways provide for an enlarged public space at Mortuary Station Plaza by 2,030 square metres to a total area of 6,500 square metres. The increase in the size of this public space also presents the opportunity to retain the existing fig tree at Mortuary Station and provide a new playground that is accessible to the broader community.
- **Devonshire Square:** A new square of approximately 2,700 square metres has been included into the revised Reference masterplan at the junction of Central Avenue and the Devonshire link, which will provide a new civic space at the entry point to the proposed extended Central Walk. (Central Walk will provide access to all of the rail platforms in Central).

- **Southern Plaza:** A new reconfigured civic space of approximately 4,700 square metres at the southern end of Central Avenue, providing a new arrival and meeting space when coming from the south. Within the Southern Plaza, there is the potential for a marker building that is designed with a Connecting with Country focus.
- **Regent Street Sidings:** The podium envelope at Regent Street Sidings has been further rationalised to improve the integration between the OSD deck level and Regent Street Sidings, the Goods Line and Mortuary Station Plaza. This has been through the following changes:
 - undergrounding the bus layover into the basement to enable the reduction of the podium footprint
 - consolidating basement entry/exit into a single location for loading, residential parking and bus layover
 - locating basement entry/exit at a signalised intersection
 - increase the opportunity to activate the Goods Line and Mortuary Station Plaza
 - extending the OSD deck level to integrate with the podium rooftop of Regent Street Sidings.
- **Increased green cover:** An increase to the overall green cover in the precinct has been adopted as part of the revised Reference Masterplan.
- **Enhanced east-west view lines:** The indicative building envelopes on the OSD deck have been refined in location and shape to increase the separation of tower forms and enhance east-west view lines
- **Reduction in overall GFA:** Based on refinements to the Reference Masterplan, the overall proposed GFA of Central Precinct has reduced by approximately 10,600 square metres.

7. Response to key matters

7.1 Connecting with Country

Parties that raised this issue:	
DPE	Australian Institute of Landscape Architects
CoS	Ultimo Village Voice
GANSW	Members of the public

Issues raised in submissions

Submissions overall acknowledged the efforts of the proposal to deliver opportunities to connect with Country, however, recommended that further initiatives should be adopted to ensure desired outcomes are embedded into the project.

DPE noted the need for further Aboriginal culture and values embedded through all aspects of the Precinct, including co-design of the Precinct with Aboriginal people and providing affordable housing for Aboriginal people.

The CoS sought further information on how connecting with Country principles will be implemented and applied throughout different stages of the development process and the use of the space. Specifically, the CoS also expressed that a governance process that provides Aboriginal people with influence throughout the project lifecycle and on development outcomes should be established. The submissions from some non-government agencies and the community reiterated that Aboriginal people need greater involvement in the planning process for such a significant project.

Some non-government agencies noted that while the project acknowledges connecting with Country principles, these were not considered to be deeply embedded within the development. GANSW recommended that connecting with Country principles should look beyond being implemented through the design of the public domain, public area and interpretation, and seek to be adopted as part of the future design of buildings in the Precinct.

From a review of all the submissions, the DPE has recommended the following points regarding connecting with Country:

- *“explore expanding Connecting with Country initiatives beyond the public domain and public art and consider updates to the draft Design Guide to ensure initiatives consider architectural approaches”*
- *“review the Aboriginal Engagement Strategy to establish a process and governance for engagement for future development of the Precinct, and one that builds a respectful and informed relationship with the community.”*

Discussion and response

Based on the feedback received, the Connecting with Country Framework has been updated with an additional chapter (Chapter 12) that provides guidance on integrating Connecting with Country initiatives and principles within the design and future architectural approaches to the built form development of the Precinct. These initiatives are summarised as follows:

- inclusion of community spaces that allows a Welcome to Country ceremony to take place. Community spaces should also support education, performances, traditional and

contemporary Indigenous art practices. Key accessways clear of stairs that accommodate to all abilities should also be delivered

- inclusion of artwork or design elements that can act as ongoing Welcome to Country and acknowledgement of Gadigal Country
- designing with an authentic focus on Country Centred Design throughout the whole Precinct, by considering ways Country can be integrated into cultural landmarks, native planting, architectural design treatments and use of sustainable materials
- referencing of the specific language or cultural group (e.g. the Gadigal), rather than generic terms throughout the Precinct. This includes incorporating the Sydney language into wayfinding, signage, artwork and utilisation of digital technologies and visual installations throughout the Precinct
- designing with an understanding that language is constantly evolving, and areas should be designed for opportunities for language words to be integrated in the future
- provide consultation and co-design opportunities with the community throughout the different phases of a project to ensure public spaces and the built form is designed to embed cultural knowledge and stories of Country through the following:
 - allowing sufficient time to engage with the community during all phases of the project
 - establishing a clear Community Engagement Plan and communications strategy for the project that has been guided by community
 - seek feedback from the community for recommendations for who is best to co-design during various stages of the project, whilst maintaining a continued relationship with those who have co-designed in previous stages
- respect storytelling protocols when integrating them into the Precinct. This includes making sure any stories or cultural knowledge is endorsed by the appropriate community members through Indigenous Cultural Intellectual Property contracts
- integrate moments of respite along movement corridors to allow for connecting with Country and thinking about Country
- utilisation of materials that reflect and respect Country. This includes the use of locally sourced materials and sandstone
- inclusion of opportunities to connect to Sky Country through inclusion of sightlines that have visual connections to the sky, art integration and understanding of how light pollution impacts connection with the sky
- inclusion of local native species sourced from Indigenous-owned businesses and integrate planting design that encourages native fauna to thrive in the Precinct. This includes educational spaces where knowledge can be passed on.

Further, TfNSW have prepared an Addendum Aboriginal Engagement Strategy (**Attachment 22**) noting that a governance structure with Aboriginal stakeholders will be established. The governance process will create coordinated consultation across the Precinct with First Nations communities.

Outcome

Based on the above considerations, Section 4.0 of the updated draft Design Guide (refer to **Attachment 8**) has been amended where appropriate to ensure the integration the connecting with Country initiatives are embedded within the design and architecture of the Precinct. Key amendments include:

- a new objective to acknowledge the Aboriginal Community’s right to financially benefit from Indigenous Cultural and Intellectual Property, whilst ensuring knowledge and cultural narrative is valued and respected
- further guidance relating to:
 - Connecting with Country opportunities for sky Country
 - ensuring the Precinct is a culturally safe and accessible space for the Aboriginal and Torres Strait Islander community
 - embedding Country into the architectural design of buildings
 - the development of cultural infrastructure, dedicated and led by an Aboriginal organisation
- additional provisions that strengthen the guidance for ongoing Aboriginal community participation post lodgement of future development applications.

7.2 Heritage

7.2.1 Responding to existing heritage context

Parties that raised this issue:		
DPE	CoS	Heritage Council of NSW
National Trust	GANSW	61-65 Regent Street Chippendale Strata Committee
Action for Public Transport (N.S.W) Inc	Chippendale Community	Blue Mountains Association of Cultural Heritage Organisations Inc
Australian Institute of Landscape Architects	Friends of Ultimo	Members of the public

Issues raised in submissions

The submissions received raised concern that the proposed built form outcome for Central Precinct would adversely impact the heritage significance and values of Central Station, and that there is a need for the proposal to protect these values in their entirety and minimise any adverse impacts.

The CoS and many non-government organisations also highlighted that the built form in the Northern OSD Sub-precinct would affect the existing views of the Clock tower and the National Trust recommended that the North OSD should be removed. Further concern was raised that the proposed grand stairs connecting the OSD deck to the Grand Concourse would impact the heritage significance of the station’s primary rail function as well as obstruct views between the platforms and main hall. There was also an emphasis that Mortuary Station should retain its important place in the wider railway Precinct.

The Heritage Council of NSW's submission raised several key concerns relating to protecting and embedding heritage value in the development of the future redevelopment of the Precinct with specific detailed recommendations as follows:

- provide further clarification on the proposed GFA:
 - demonstrate how the GFA of the selected benchmarking precincts and the date of when the study was completed be provided
 - undertake a new or revised feasibility study to inform forecast demand for commercial office space in a post-pandemic context
 - give greater consideration to better heritage outcomes, with a nuanced approach that distributes the GFA across all of Tech Central rather than amassing all the GFA in one high density precinct or sub-precinct
- updates to the non-Aboriginal Heritage Study, including:
 - consider options for archaeological preservation in situ (i.e., redesign to avoid) and appropriate mitigation measures which respond to the significance of an archaeological resource and cumulative impact assessments
 - update Section 13 of the document to reflect new section 139 Excavation Permit Exemptions, which were launched on 1 March 2022
- strengthen the management of Aboriginal cultural heritage across the Precinct to inform future development
- update the draft Design Guide to include the integration of heritage considerations across the document (e.g. section 8.3 Advertising and signage) and adjustments to wording of provisions around Mortuary Station.

Following a review of all the submissions, the DPE encouraged further engagement with the Heritage Council to work through the issues raised in their submission, before submitting the RtS. It was also recommended that the following be addressed:

- *"undertake further studies as required to review the built form height adjacent to Mortuary Station Plaza, to minimise adverse heritage impacts to Mortuary Station. This should include a review of the height of buildings map proposed for the Regent Street Sidings Sub-precinct"*
- *"explore options in the built form layout to maximise views of the Central Clock tower"*
- *"demonstrate that the proposal provides an appropriate balance between the scale of new development and the Precinct's heritage values"*
- *"respond to concerns in submissions about the ongoing use of Central Station for Heritage trains."*

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on an alternative Indicative Reference Masterplan, that proposed removing the grand stairs connecting the OSD deck to the Grand Concourse. The SDRP raised concern relating to the proposal's response to the existing heritage, regarding the interface with the Sydney Terminal Building, specifically noting that the following needed to be addressed:

- *“develop the interface between the Terminal and OSD deck to demonstrate that critical spatial relationships can be resolved. In particular:*
 - *the misalignment of the weather protected connections from the Concourse to the platforms*
 - *the design of the escalator canopy to achieve weather protection and its relationship with the western edge of the Metro roof*
 - *the edge of the OSD deck, including its use, character, and connections*
 - *mediating the significant disparity in scales between the existing terminal structure and proposed OSD deck.”*

Discussion and response

Following the exhibition period, TfNSW met with Heritage Council in December 2022 to discuss their concerns with the proposal and respond directly to their specific issues. During this session, TfNSW provided responses on how the Heritage Reports and draft Design Guide were to be updated to integrate the recommendations provided as appropriate. TfNSW also discussed the importance of the amount of GFA being delivered.

Views of the Clock tower and relationship with the North OSD

Central Precinct is recognised for its heritage significance, in particular the key role it plays as Sydney's original and main railway station. At the same time, state and local planning policy has identified the southern Central Sydney CBD and Central Precinct as a key area for growth and renewal, therefore establishing a reasonable expectation for future change to occur. The support for change is focused on transforming the Precinct as a world class transport interchange that meets the needs of passengers and supports innovation, jobs of the future and economic growth with high quality cultural, social and public spaces. As such, the proposal has sought to balance these interests. It is noted that ongoing community consultation from 2016 to date has indicated that the community generally support the renewal and revitalisation of the Precinct with more commercial, retail and public open space opportunities desired. The Strategic Framework for Central Precinct acknowledges the need for change in this important part of the CBD, which has already begun through the rezoning of the Western Gateway.

As part of the exhibited Central Precinct Rezoning Proposal, the proposal carefully considered the heritage matters and already included a number of specific heritage impact mitigation measures, such as the setback of tall buildings from the Sydney Terminal Building (equivalent to the setback of Lumiere tower from the Town Hall), the retention of heritage views to the Clock tower, (particularly ensuring no impact on the view from Broadway) and the creation of new views and opportunities to experience and engage with the heritage fabric (such as the adaptive reuse of heritage built form, new views to the Bradfield Flying Junctions and Clock tower). This is in addition to opportunities for heritage interpretation as identified in the exhibited Heritage Interpretation Strategy.

Notwithstanding the above, the Indicative Reference Masterplan has been further refined to further consider the impact on heritage significance of the Precinct. This includes the revision of the connection between the OSD deck and Central Green to the Sydney Terminal Building and Grand Concourse. The revised proposal provides greater visual and physical connection between a widened Grand Concourse and the new platforms, giving primacy to the rail use and providing the retention of additional heritage fabric. The revised proposal also includes

greater separation of new built form on the Lee Street bus layover site from the Mortuary Station and a reduction in the scale of the podium.

Further, the revised Indicative Reference Masterplan has maximised views to the Central Clock tower from various vantage points and maintains all nominated heritage views, except for views experienced from the south of the Precinct. The location of the northern tower on the OSD has specifically been guided by the nominated heritage view from Broadway and has no impact on this view beyond the already approved built form within the Western Gateway by Atlassian and Toga. The built form layout through Central Avenue and the location of public open spaces as part of the OSD provides new views from the south to the Clock tower, using the Clock tower as something of an intuitive wayfinding device.

Mortuary Station and Sydney Terminal interface

The revised Indicative Reference Masterplan has been informed by heritage and place considerations which have resulted in localised improved outcomes. To address the concerns relating to Mortuary Station and the SDRP's comments relating to the Sydney Terminal interface, the Urban Design Framework and Indicative Reference Masterplan were revised to include the following amendments:

- a reduced footprint of the podium within the Regent Street Sidings to enlarge the public space and curtilage around Mortuary Station
- a revised setback from the Sydney Terminal Building Concourse and revised interface between the Terminal and the OSD which will:
 - enable the retention of a greater proportion of significant heritage fabric, including the existing veranda extension to the Grand Concourse roof
 - prioritise connections between the Concourse and the rail platforms
 - improve the quality of light and ventilation in the platforms through the removal of the grand stairs and introduction of skylights
 - enable deep soil landscape to be provided adjacent to the Concourse.

Importantly, these proposed refinements to the revised Indicative Reference Masterplan have improved the Mortuary Station's heritage values, improved the interface of the Sydney Terminal Building while mitigating any additional negative impacts when compared to the exhibited Indicative Reference Masterplan.

Grand stairs connecting the OSD deck and Grand Concourse

The grand stairs have been replaced with a landscaped edge to the OSD deck as part of the revised Indicative Reference Masterplan. The key features that have improved the views between the train platforms and main hall include:

- retaining the prominent line of sight and physical connection between the Grand Concourse and platforms 1 to 6 to ensure primacy of the Central Sydney Terminal Building
- retaining the heritage gable roof
- consolidating vertical circulation movements to the eastern end of the concourse and OSD deck to allow more convenient interchanges between Central Green, metro and train modes.

Amount of Proposed commercial GFA

In response to Heritage Council's concerns relating to the amount of GFA being delivered, a revised Economic productivity and job creation report (**Attachment 19**) has been prepared by SGS. The report recognises that the revised Indicative Reference Masterplan may provide floorspace exceeding estimated levels of market demand in the short term. However, the renewal of Central Precinct will unlock development potential to provide sufficient capacity to support the long-term economic growth of the Sydney CBD. Importantly, Central Precinct will:

- create significant development capacity that will support long term employment floorspace that would otherwise not be realised
- extend Australia's largest and most productive CBD, whose southward expansion is the only avenue for significant and long-term capacity increases to benefit a range of future uses.

The report emphasises that;

"planning for additional capacity is not a bad thing. It is very difficult to ascertain long term floorspace need at a precinct level, due to changing ways of business function, unknown future technological impact and the complexities of competing sub-markets. The development does not all need to occur at once, and in practice it is likely that development will be sequenced so that supply aligns with demand over time. 'Surplus' capacity can be 'reserved' for demand well beyond the 2056 timeframe, used for other non-commercial uses or never realised. In such cases, capacity may be converted to some other use (open space for instance) if market conditions change over the long term".

Addendum Non-Aboriginal Heritage Study

An addendum Non-Aboriginal Heritage Study (**Attachment 13**) has been prepared in response to the recommendations from Heritage Council, which includes key mitigation measures to address archaeological resources and additional recommendations that align with the s139 (4) excavation permit exemptions that were gazetted 1 March 2022.

Ongoing operation of Heritage Trains

The revised Indicative Reference Masterplan will also allow the continued use of the station for steam and diesel locomotives at platforms 13 and 14 as they remain open to the sky. Additionally, there will be ongoing opportunities for heritage trains to be accommodated at Mortuary Station for special events.

The proposed Planning Framework provides a robust set of principles to reduce potential impacts to the significant heritage value of heritage buildings within the Precinct. This includes a heritage framework to carefully assess and manage relationships between future development and heritage.

Outcome

Give the above considerations, Section 11.0 of the updated draft Design Guide (refer to **Attachment 8**) has also been amended with the recommendations from the CoS to ensure future development will achieve a more sensitive interface between Central Station concourse and the Northern OSD. Key amendments include:

- greater clarity around preventing vertical additions at the Main Terminal Building and the West Wing Extension

- further guidance on the protection and conservation of the significant heritage value of Central Precinct within each Sub-precinct
- provision for Mortuary Station and the gardens to be designed to accommodate continued public engagement with rail heritage, including public access to heritage steam trains and Transport heritage programs
- provision to ensure the areas further investigations are undertaken to manage and mitigate impacts to potential Aboriginal objects in areas of Aboriginal archaeological potential.

7.2.2 Consistency with the Conservation Management Plan

Parties that raised this issue:	
Heritage Council of NSW	CoS
Members of the public	National Trust

Issues raised in submissions

The submissions from the Heritage Council of NSW and the National Trust identified some inconsistencies of the proposal with the policies of the Conservation Management Plan (CMP).

The Heritage Council of NSW also outlined several recommendations to be incorporated into the CMP, in particular:

- ensuring the current proposal adheres to the identified conservation policies of the CMP
- updating the level of integrity identified for elements of Mortuary Station
- recommendations on future of the roof of the Grand Concourse
- general updates to the CMP in relation to references to legislation, figures and recent developments in the area.

Discussion and response

Following the feedback received, the Indicative Reference Masterplan has been refined to better align the proposal with the conservation policies of the CMP. The proposed amendments to the exhibited Indicative Reference Masterplan have resulted in localised improvements to enhance place and heritage outcomes across the Precinct. Importantly, the revised Indicative Reference Masterplan does not result in additional negative impacts to what was previously assessed.

An updated CMP has been prepared by Artefact (**Attachment 14**). The revised CMP has been updated as follows:

- the levels of integrity for Mortuary Station have been updated with revised definitions for added clarity. Changes to the integrity for the Loggia and Covered Platforms has been changed to Moderate (originally Low-Moderate) in response to Heritage Council’s comments and recommendations
- **Table 29** relating to roofing and chimney guidelines has been updated to ensure that the Grand Concourse roof is similarly reconstructed to its original historic detail, including the lantern and two bays of glazed panels either side of the lantern. Where required, existing

roofing materials are to be replaced with like-for-like fabric which should respond to the fabric and character of the Grand Concourse

- updates to references to legislation and figures as relevant.

The Non-Aboriginal Heritage Study Addendum prepared by Artefact (**Attachment 13**) assesses the proposed changes to masterplan against the overall heritage management policies set out in the 2023 Conservation Management Plan for Central Station, noting that specific policies on fabric and detailed design are not assessed at this stage of the proposal. Impacts on existing significant views and vistas, a key policy in the CMP, have been assessed in the visual impact analysis.

Outcome

As advised by DPE, any references to the CMP in the revised draft Design Guide have been removed, as the relevant CMP for Central Precinct will be a matter to be considered at the future DA stage, by clause 5.10(6) of the SLEP 2012.

Notwithstanding this, the revised draft Design Guide has maintained the provision for any future DA that includes partial demolition of a heritage element to prepare a Statement of Heritage Impact which would capture the CMP (**Attachment 14**) as a matter for consideration.

7.3 Public open space

7.3.1 Public open space provision

Parties that raised this issue:		
DPE	CoS	GANSW
Chippendale Community	61-65 Regent Street Chippendale Strata Committee	Australian Institute of Landscape Architects
Friends of Ultimo	University of Technology Sydney	Members of the public

Issues raised in submissions

Many submissions valued the provision of new high quality public open spaces (such as parks, plazas and squares) and prioritising their delivery early in the development of Central Precinct. Feedback also raised the need for more high quality public open space, with good amenity and the protection of existing public spaces including Prince Alfred Park and Belmore Park.

The GANSW submission outlined that it is unclear whether the proposed public open space areas make up 15 percent of the developable site area. Some government agencies recommended that clarification be provided to demonstrate the public open space areas add up to 15 percent of the site area. The CoS submission supported the provision of 15 percent public open space, however, sets out numerous recommendations to ensure the public open spaces offer a high level of amenity.

The University of Technology Sydney submission expressed concerns regarding the quantum of proposed public open space, stating this is disproportionate to the proposed new residents, workers and visitors of the Precinct. This was echoed by the submissions prepared by the Friends of Ultimo and members of the public. The 61-65 Regent Street Chippendale Strata Committee submission raised specific concerns with the quantum of public open space that is proposed to be delivered near Mortuary Station, asserting that the proposed gardens are inadequate.

The DPE recommended that as part of the RtS, the proposal should:

- *“demonstrate the proposal can deliver at least 15 per cent public open space.”*

Advice received from governance and advisory bodies

Advice was received from the PRP on 9 February 2023 which recommended that the purpose of the public domain be clearly defined and that the public spaces be interrogated, with the following recommendations provided:

- *“review the proposed public spaces to align high levels of solar access, wind comfort and the location of trees/ landscaping to deliver high quality amenity. In particular, review the purpose of Devonshire Square and Central Green”*
- *“the Panel notes while Devonshire Square is not intended to be included in the public space area count, it is being proposed as a significant public space in the Precinct, linking Henry Deane Plaza to the west, access from the east and access to the train platforms below. It is imperative that such a major public space has appropriate solar, wind and landscape amenity to ensure its long term success”*
- *“as the linked open space strategy along Central Avenue is developed:*
 - *ensure that public spaces are purposeful, and their function is aligned with their spatial character and the level of amenity they can achieve (particularly sun and wind comfort)*
 - *consider the scale and spatial character of the plaza at the western termination of the Prince Alfred Park link*
 - *ensure the wind mitigation structures do not deny the benefits of widening the Avenue”*
- *“the public domain needs to be attractive to workers, local community, visitors and draw people onto the deck. Review the Public Domain Strategy to ensure it provides a civic, social and cultural anchor to draw users from outside of the Precinct.”*

Discussion and response

The public open space of Central Precinct has been designed to provide a cohesive sequence of pedestrian oriented open spaces, plazas and links that are integrated to deliver a high amenity network that connects and extends the City’s broader public space network. All spaces have been evaluated as safe and comfortable, based on detailed wind studies and solar analysis.

For clarity;

- **publicly accessible space** relates to all areas of public domain including streets, laneways, parks, plazas and squares
- **publicly accessible open space** relates to only parks, plazas and squares.

Quantum of public open space

Based on the feedback received, the configuration and layout of proposed publicly accessible open spaces in Central Precinct have been reviewed and updated as part of the Urban Design Framework Addendum (**Attachment 2**) and Revised Public Domain Strategy (**Attachment 3**). This has led to key changes to the proposed public open space network for Central Precinct. The revised layout of proposed publicly accessible open space increases the total quantum of

open space within Central Precinct, and supports broader improvements to the proposal when compared to the reference scheme, including:

- the introduction of Devonshire Square, which will provide 3,600 square metres of civic space at the new entry point to Central Walk western extension and station platforms below the OSD
- an expanded and reconfigured Southern Plaza comprising of a 4,700 square metre, publicly accessible square at the southern junction of Central Avenue and the George Street Bridge, that will provide a new arrival and meeting space connecting Redfern to the City
- larger open space area at Mortuary Station Gardens from 4,478 square metres (exhibited) to 6,512 square metres, making it a key public domain interface between Chippendale and the over station development that will draw on the story of Rookwood Cemetery and the Victorian Garden context with the established rail heritage of the Goods Line and the rail lines
- improving the Sydney Terminal Building environment by locating the OSD deck further south, which allows greater daylight access and open to sky exposure of the Grand Concourse level
- Eddy Avenue Plaza will transform into a high-amenity environment with significant greening and an enhanced interface with the Sydney Terminal Building
- the extension of public access along the Goods Line from Mortuary Station Gardens, offering a new connection to Darling Harbour.

Overall, the total publicly accessible space has been increased by 2,019 square metres from 71,021 square metres (53.3 per cent of the developable area) to 73,040 square metres (55.0 per cent of the developable area). A summary of the revised publicly accessible space is in **Table 9** below.

Table 9 Summary of revised publicly accessible space

Publicly accessible space	Area (as exhibited)	Revised Area	Change
Central Green	6,010 sqm	6,258 sqm	+ 248 sqm
Central Square	7,019 sqm	7,019 sqm	No change
Mortuary Station Gardens	4,478 sqm	6,512 sqm	+2,034 sqm
Eddy Avenue Plaza	1,691 sqm	1,691 sqm	No change
Devonshire Square	552 sqm	3,634 sqm	+ 3,082 sqm
Southern Plaza	3,489 sqm	4,702 sqm	+ 1,213 sqm
Ibero American Plaza	1,491 sqm	1,491 sqm	No change
Other publicly accessible space	46,291 sqm	41,733 sqm	- 4,558 sqm
Total publicly accessible space	71,021 sqm (53.3 per cent of developable area)	73,040 sqm (55.0 per cent of developable area)	+2,019 sqm (2.8 per cent)

Overall, the refinements to the revised Indicative Reference Masterplan results in 16.2 per cent of the developable area dedicated as public open space (Central Green, Central Square, Mortuary Station Gardens and Eddy Avenue Plaza). This has resulted in an 11.9 per cent

increase from the exhibited Indicative Reference Masterplan where 19,198 square metres was public open space (14.4 per cent). The total developable area of 16.2 per cent designated for public open space exceeds the DPE Recreation and Open Space Planning Guidelines and the CoS Open Space Sports and Recreational Study benchmark of a minimum of 15 per cent of site area dedicated to the provision open space.

Devonshire Square

TfNSW has reviewed the proposed public spaces and their intended function, with consideration of their amenity outcomes as part of the revised Public Domain Strategy (refer to **Attachment 3**).

Devonshire Square and its alignment with the main connection to Central Walk and all Central Station platforms (including Metro) will ensure a considerable amount of pedestrian activity. While it is a key location at a junction point for future commuters, workers and visitors, the proposed square is positioned where solar access is affected by the future development including the Western Gateway Sub-precinct. Despite this, further investigation has been undertaken as part of the Public Domain Strategy, with provisions also included in the draft Design Guide to ensure this space maximises its amenity outcome. This has been achieved in the following ways:

- strategically positioning future trees and landscaping in locations where it will receive adequate solar access to ensure that healthy canopy cover and greening outcomes can be delivered for the square
- ensuring safe and comfortable wind conditions are achieved for the square
- aligning future lanes and through site links to likely pedestrian desire lines from commuters exiting the main vertical connection to Central Walk.

Importantly, the square is located at the junction of a sequence of public spaces provided throughout the Precinct and will accommodate various temporary events and activities to ensure it is always a busy and bustling city square.

Integration of Central Avenue with three key public domain areas

In response to the SDRP's comments relating to the open space strategy along Central Avenue, the layout of the public domain areas and their integration with Central Avenue have been refined. The revised Indicative Reference Masterplan has been amended to a consistent 18m wide avenue that forms a connector between a sequence of three new public open spaces on the OSD deck, rather than the previous 15-24m wide north-south link.

The three new public spaces it connects on the OSD deck are:

- Central Green, which will create a new civic public realm extension of the Sydney Terminal Building and a new vantage point for Central Sydney, at the northern end of Central Precinct
- Devonshire Square, at the junction of Central Avenue and the Devonshire link and will provide a new civic space at the entry point to Central Walk western extension
- Southern Plaza, a new arrival and meeting space when coming from the south of Central Precinct will offer potential opportunities for a small-scale marker building, with a connecting with Country focus.

Accordingly, Central Avenue will function as a place for people to dwell as it provides purposeful connections to these new public spaces that are based at different parts of its perimeter, while also facilitating quick north south connections through the Precinct.

Role of Central Precinct's key public open spaces

Each key public space will serve a unique role and character in supporting the Precinct as follows:

- **Central Green:** The principal public open space of the OSD, forming a key arrival point where people can meet and gather
- **Central Square:** A major transport plaza that will form the key southern junction of the CBD. It will accommodate large volume pedestrian flows provide a convenient meeting point with various seating and passive recreational opportunities
- **Mortuary Station Gardens:** A large open park that will support passive recreation as well as active recreation facilities, including a playground
- **Eddy Avenue Plaza:** A key pedestrian space for people to move through and linger
- **Devonshire Square:** A major central public square that will support various passive recreation activities, including key hardscaped areas for temporary events
- **Southern Plaza:** A key arrival point for people transitioning to and from the site, with supporting dwell spaces
- **Ibero American Plaza:** An arrival plaza that will primarily support pedestrian movements to and from the southern concourse, as well as form a popular meeting point.

Key public space anchors

The revised Public Domain Strategy prepared by Tyrell Studio (**Attachment 3**) has been updated to ensure the provision of a civic, social and cultural anchor to draw users from outside of the Precinct. Opportunities across the Precinct catering for the local community will include:

- a 1,000 square metre Aboriginal community and cultural space
- a 4,000 square metre integrated, multi-purpose facility, which will include:
 - a minimum 1,000 square metres of GFA for the purposes of cultural and creative space
 - a minimum 500 square metres of GFA for the purposes of performance, exhibition, and event space
- a 400 square metre social/health services hub
- a 400 square metre local community facility/tech hub
- retained heritage elements of Mortuary Station and the Goods Line to accommodate a potential playground to be delivered to draw users of this public space
- extensive public art and lighting to create increased activity during special events such as Vivid.

Outcome

- Given the above considerations, Section 5.0 of the updated draft Design Guide (refer to **Attachment 8**) have been amended to ensure that the future proposals will deliver the intended outcomes at the delivery phase once the SSP Study is finalised. Key amendments include:
- additional guidance and objectives to ensure public space:
 - conserves and enhances the heritage context and provides opportunities for integrated and sensitive heritage interpretation and public art
 - creates a permeable and accessible pedestrian network that respects and enhances the heritage context, including maintaining significant view corridors
 - provides seating in accordance with the City of Sydney's public domain policies and codes
 - further guidelines for each key public open space and plaza in regard to character, heritage and amenity.

7.3.2 Green infrastructure

Parties that raised this issue:		
DPE	GANSW	Members of the public
Sydney Local Health District	Australian Institute of Landscape Architects	
CoS	61-65 Regent Street Chippendale Strata Committee	

Issues raised in submissions

The CoS submission outlined that the planting strategy needed to be reconsidered to ensure the conditions created by the OSD inform the selection of plant species. It also recommended some related changes to the draft Design Guide. GANSW also recommended a review of tree species, particularly in areas that receive relatively lower levels of sunlight throughout the day.

The submission from the Australian Institute of Landscape Architects expressed the importance of developing an integrated system based on the green infrastructure network. In light of the additional green infrastructure delivered, the Sydney Local Health District recommended strategies be included in the planning stages to reduce, control and monitor potential mosquito breeding habitats.

The CoS also highlighted that there is inadequate canopy cover and greening in Blocks A to F and recommended that the green roof be included to offset the provision of zero canopy cover. It was also recommended that additional canopy cover is provided in the Ibero-American Plaza. More generally, the GANSW highlighted that the proposed tree canopy and green cover targets are less than the Greening Sydney Strategy targets and will in turn result in an under provision of landscaping in certain areas.

Following a review of all the submissions, DPE recommended the following:

- *“review the tree canopy and greening cover targets in the draft Design Guide to ensure tree canopy is maximised as much as possible across the Precinct and in areas that support tree growth”*

- *“undertake further studies as required to review the built form height adjacent to Mortuary Station Plaza, to identify options to maximise tree canopy.”*

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on an alternative Indicative Reference Masterplan in relation to green infrastructure, which included the following:

- *“to ensure the success of the public realm, as the landscape strategy is developed, commit to:*
 - *the creation of biodiversity net gain (BNG) to ensure that habitats in association with the development are created and enhanced*
 - *the creation of embedded networks above and below ground in the form of connected soil systems, plant material, canopy, and mixed species suitable for various microclimates”*
- *“considerably increasing tree canopy and green cover by:*
 - *providing targets that are more consistent with the CoS’s (2021) Greening Sydney Strategy (GSS)*
 - *exceeding targets in locations of high amenity*
 - *maximising green cover in areas challenged by limited soil depth.”*

Discussion and response

An Addendum has been prepared to the Central Precinct Green Infrastructure Study prepared by Tyrrell Studio (contained within the revised Public Domain Strategy, refer to **Attachment 3**). It responds directly to the related green infrastructure feedback received from submissions. Also, as part of this response, further analysis has been provided from a qualified Arborist and soil specialist to confirm the growth potential and suitability of the proposed species selection and their location within the Precinct.

The additional analysis and key changes adopted as part of the Green Infrastructure Study Addendum conclude that:

- adjustments to the siting and scale of buildings generally improve solar access and wind outcomes
- the layout of the public domain to include open space arrangements will maximise solar performance.
- the siting/layout of specific development blocks and some streets are restricted in their orientation thus limiting solar exposure, however expert advice received from an Arborist has informed the planting strategy to support tree health within shaded streets.

Planting scheme

Additional details have also been provided within the planting scheme relating to evapotranspiration, to demonstrate suitable species selection relative to the availability of solar access through the various portions of Central Precinct.

Native species have also been prioritised as part of the revised Indicative Reference Scheme to better align with Connecting with Country aims and to create a distinct sense of place within Central Precinct. All species selected are considered capable of thriving within Central Precinct.

In response to the feedback received, soil scientists have undertaken an assessment of the proposed soil volumes on structure and associated design arrangements. It was confirmed that the soil volume proposed is sufficient to support tree growth and green cover subject to specific soil specifications for different areas to appropriately address the balancing of nutrients, aeration, density, stability, longevity and permeability.

Overall, as noted by the exhibited SSP Study, there are inherent constraints to supporting trees on the OSD deck that limit the ability to achieve the identified greening targets of the CoS's Greening Sydney Strategy. Recognising these constraints, alternate greening targets were proposed for Central Precinct and were derived in consultation with the CoS. It is also noted that extensive tree plantings are not typically associated with transport infrastructure heritage.

Notwithstanding the above, opportunities to deliver more canopy cover and greening has been investigated further, with the following amendments being adopted as part of the Addendum to the Green Infrastructure Study. These include:

- the Central Green has been updated to provide at least 50 per cent canopy cover, consistent with CoS targets
- the Central Green's green cover target has been increased to 75 per cent (previously 60 per cent)
- increased planting/greening has been provided to the extended Ibero-American Plaza
- shrubs, lower storey grasses and groundcovers are proposed across the two southern bridges to align with and extend the existing cover within Prince Alfred Park.

Outcome

Based on the above considerations, Section 13.0 of the updated draft Design Guide (refer to **Attachment 8**) has been amended to respond to the changes to the proposed canopy and greening targets, and the species selection at Central Precinct. Key amendments include:

- provisions relating to the creation of a connected soil network within the OSD deck to:
 - encourage lateral growth of roots, improving tree anchorage where soil depth is limited
 - support an integrated and connected soil network, aiding healthy tree and plant growth.

Notably, the exhibited draft Design Guide already contains provisions relating to biophilic design, including the provision of the green roof and green walls, which will assist to supplement canopy cover and greening provision throughout Central Precinct.

7.4 Amenity

7.4.1 Solar access to open space

Parties that raised this issue:		
DPE	Chippendale Community	71-75 Regent Street Chippendale Strata Committee
CoS	61-65 Regent Street Chippendale Strata Committee	Members of the public
GANSW		

Matters raised in submissions

Submissions from some government agencies raised concerns with the amount of solar access provided to Mortuary Station Plaza, and the proposed street network including Central Avenue. The CoS requested the Indicative Reference Masterplan be redesigned to provide at least the minimum required amount of solar access during the winter solstice between 9am and 3pm as follows:

- 4 hours to at least 50 per cent of Central Green
- 2 hours to at least 50 per cent of Mortuary Station Plaza to promote tree growth
- 2 hours to at least 50 per cent of the new streets to promote tree growth.

Community submissions also expressed concern that the proposal would result in overshadowing of Prince Alfred Park and Mortuary Station Building.

Following a review of all submissions, the DPE provided TfNSW with the following recommendations relating to solar access and overshadowing:

- *“undertake further studies as required to review the built form height adjacent to Mortuary Station Garden, and to identify options to improve amenity and optimise solar access. This should include a review of the Height of Buildings map proposed for the Regent Street Sidings Sub-precinct”*
- *“review the location, size, and function of the proposed open space network to increase sunlight access for improved amenity and tree growth. The review should benchmark proposed open spaces against the minimum solar access standards set out in the CoS’s submission.”*

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on the proposed amenity of the alternative Indicative Reference Masterplan specifically requested that a detailed assessment be provided of the solar amenity linked to intended use for all public space areas, including Central Green and Devonshire Square.

Discussion and response

Since public exhibition, a review of the open space network has been undertaken by Tyrrell Studio and Architectus identifying opportunities to improve the sunlight access to the proposed public open space network, specifically for Mortuary Station Plaza.

In relation to Mortuary Station Garden, updates have been made to the proposed built form outcome for the Regent Street Sidings sub-precinct. Specifically, the extent of site coverage of

the Regent Street Sidings podium has been reduced, which has been enabled by the proposal to now relocate the future bus depot into a basement level within the sub-precinct. This change has freed up an additional 2,030 square metres of area to expand Mortuary Station Plaza further north. The reduced podium footprint together with the expanded publicly accessible open space area would improve sunlight access to Mortuary Station Garden, which would now achieve more than 2 hours to 50 per cent of the publicly accessible open space area during 9am-3pm at winter solstice.

With regards to Central Green, it is noted that the exhibited draft Design Guide already adopted provisions to provide 4 hours of sunlight access to at least 50 per cent of Central Green, which has been retained.

The proposed sunlight protection provisions for proposed publicly accessible open spaces is described in **Table 10** below.

Table 10 Proposed sunlight protection for publicly accessible open space

Publicly accessible open space	Proposed sunlight protection
Central Green	Minimum 4 hours of protection for 50 per cent of the area between 9am-3pm during winter solstice.
Mortuary Station Garden	Minimum 2 hours of protection for 50 per cent of the area between 9am-3pm during winter solstice.
Eddy Avenue Plaza	Minimum 2 hours of protection for 50 per cent of the area between 9am-3pm during winter solstice.
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 plane identified in the Sydney LEP 2012.
Prince Alfred Park	As per the Prince Alfred Park sun access plane identified in the Sydney LEP 2012.

In regard to the CoS's recommendation to assess the level of sunlight access to the new street network, the PWG sessions clarified that sunlight access to the new street network was considered necessary to ensure adequate sunlight to proposed street trees. On this basis, further analysis was undertaken as part of the revised Public Domain Strategy (refer to **Attachment 3**) to identify appropriate trees species and their specific location in the public domain, to ensure sufficient sunlight for healthy tree growth to maturity is achieved. Further expert advice has been obtained to ensure suitable species and planting arrangements can be adopted to meet the Green Infrastructure targets set out in the Planning Framework. Example tree species that are intended to be planted within the new street network include; Ficus species, Kauri Pines and Eucalyptus trees. All of these have been selected because of their ability to grow and thrive in the environmental conditions that are expected within the Precinct.

The draft Design Guide includes provisions for intended tree species for certain locations in the Precinct, which respond to the availability of sunlight in those locations.

Outcome

The updated draft Design Guide (**Attachment 8**) maintains the existing amenity controls for the key public open spaces as provided in Section 6.0 of the exhibited draft Design Guide, as they remain consistent with the accepted solar access and wind standard in the SDCP 2012, as summarised below:

- minimum 4 hours of protection for 50 per cent of the area between 9am-3pm at winter solstice during public open spaces
- minimum 2 hours of protection for 50 per cent of the area between 9am-3pm during winter solstice for plazas and squares
- tree species have been specified to ensure that they will grow and thrive in the environmental conditions that are anticipated along the streets and laneways within the Precinct.

7.4.2 Overshadowing of surrounding properties

Parties that raised this issue:		
DPE	Chippendale Community	71-75 Regent Street Chippendale Strata Committee
CoS	61-65 Regent Street Chippendale Strata Committee	Members of the public
GANSW		

Issues raised in submissions

The CoS submission raised concerns surrounding the overshadowing of affected adjacent properties, particularly in relation to the area of Chippendale bounded by Regent, Meagher, Balfour and O'Connor Streets. The GANSW submission outlined that the exhibition material was inadequate to demonstrate the shadow impacts on residential properties surrounding the Precinct. Some non-government organisations and members of the public noted that the proposal will have overshadowing impacts on residences along Regent Street. Some government agencies recommended that a solar access analysis is undertaken in relation to these apartments using the provisions of the Apartment Design Guidelines.

Following a review of all the submissions, the DPE provided TfNSW with the following recommendations relating to overshadowing:

- *“undertake a detailed assessment of impacts to existing residential properties along Regent Street, with regard to solar access, and consider amendments to the proposal to address any adverse impacts identified.”*

Discussion and response

Additional overshadowing studies have been prepared by Architectus to clearly demonstrate the impacts of the revised Indicative Reference Masterplan (refer to **Attachment 2**). The studies have found that the revised proposal does not result in an unacceptable impact on the solar access compliance of the neighbouring apartment developments.

Specifically, it finds that the only affected residential properties in the vicinity are 38 Chalmers Street, Surry Hills and 52 Regent Street, Chippendale. With regards to these properties, the additional solar analysis undertaken confirms that there will be some minor shadowing impacts on these properties. Notwithstanding the minor additional shadowing, both these residential buildings would still achieve a minimum of 2 hours solar access to 70 per cent of apartments and therefore provide an outcome consistent with the requirements of the Apartment Design Guidelines. The revised reference scheme also does not affect the proportion of apartments that receive no solar access.

A detailed Solar Access Study will be undertaken as part of any future DA to ensure adequate solar access is maintained in accordance with the ADG and the CoS’s *Guide to Overshadowing of Neighbouring Apartment Developments*.

Outcome

Based on the above considerations, no further change is being proposed.

7.4.3 Daylight and sky view

Parties that raised this issue:		
DPE	CoS	Australian Institute of Landscape Architects
GANSW	Members of the public	

Issues raised in submissions

The CoS raised that the sky view factor assessment should be consistent with the CoS’s methodology for Central Sydney contained within Schedule 12 of the SDCP2012. GANSW also suggested that the minimum Sky View Factor (SVF) level set out within the draft Design Guide should be raised in line with the achieved SVF level and that the target SVF levels should be increased to demonstrate greater ambition, with SVF targets to also be included in the draft Design Guide for public open spaces. The GANSW requested that further testing be undertaken of the Eastern Colonnade. Further concerns were expressed surrounding the achieved SVF levels set out for the laneways, with GANSW requesting that the SVF achieved for each laneway be identified, rather than the combined average achieved by all the laneways.

Following a review of all the submissions DPE recommended to:

- “review the proposed sky view factor controls in the Design Guide to improve the amenity of the public open space network, with regard to the City’s methodology outlined in their submission.”

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on an alternative Indicative Reference Masterplan in relation to SVF, noting that the increased setbacks provided to the eastern edge of Devonshire Square are considered positive to maximise sky view.

Discussion and response

The building envelopes set by the built form controls in the updated draft Design Guide will set the base case for SVF.

The CSPS identifies the SVF for appropriate daylight conditions in streets and open spaces across Central Sydney. The CSPS SVF is based on existing levels of daylight received in key public spaces across the city CBD context and is therefore considered an appropriate measure for acceptable daylight and sky view. The nominated SVFs under the CSPS have informed the minimum SVF targets in the updated draft Design Guide.

It is not considered appropriate to adopt the SVF levels achieved for the Indicative Reference Masterplan as it may result in implications to the opportunity for future built form outcomes that will be developed at the detailed DA stage. Adopting the achieved SVF levels in the Indicative Reference Masterplan would also limit future design outcomes as part of the design excellence process.

Instead, the revised Planning Framework establishes additional built form controls that are based on the following parameters:

- lower heights and fine grain buildings along Central Avenue
- setbacks above street wall heights
- positioning of key public domain and open space areas which are largely fixed with minimum square metres targets
- minimum 30 metres separation between towers along primary links, and 12-24 metres building separation between towers along secondary links
- increased tower separation between proposed towers and WGP towers along Central Avenue (minimum 43 metres)
- minimum 18 metre separation between podium levels along Central Avenue
- minimum 12 metre building separation at ground level for pedestrian links
- minimum 6 metres for laneways
- minimum 4 metres for through site links within a building
- compliance with the Apartment Design Guide (ADG) building separation controls
- series of open spaces on the deck level to enable greater separation between buildings.

Together, these built form controls are anticipated to deliver SVF levels that are equivalent with what is achieved by the Indicative Reference Masterplan.

The revised Urban Design Framework prepared by Architectus (refer to **Attachment 2**) has analysed the SVF for each laneway of the revised Indicative Reference Masterplan. Laneways will retain a minimum SVF of 7 per cent which is in line with typical SVF results of laneways within Central Sydney (5-15 per cent SVF) and will provide a level of flexibility for laneways in the Precinct, which each have varying locations and orientation that influence SVF results.

TfNSW does not support the application of minimum SVFs for publicly accessible open spaces within the Central Precinct. The application of SVFs to measure daylight access is solely intended for streets of the public domain (i.e., not public open space), which is consistent with the CSPS. Furthermore, it is noted that publicly accessible open spaces (such as streets, laneways, parks, plazas, and squares) within Central Precinct will have the sunlight access protection provisions adopted by the updated draft Design Guide, which ensure a minimum level of sunlight amenity to these spaces. By achieving these sunlight access requirements, the proposed publicly accessible open spaces would need significant exposure to open sky, and therefore would be achieving a high-level of daylight access. Given this, it is considered that the recommendation to apply SVFs for proposed open spaces in Central Precinct is unwarranted.

Outcome

The typical SVF levels in Central Sydney have been used to inform the minimum SVF level requirements in the updated draft Design Guide. This will ensure that streets and laneways within Central Precinct will go beyond SVF levels currently experienced in Central Sydney. Additionally, the built form controls in the updated draft Design Guide have been based on the

revised Indicative Reference Masterplan and it is expected that similar SVF levels will be achieved.

7.4.4 Wind

Parties that raised this issue:		
DPE	CoS	GANSW
Chippendale Community	61-65 Regent Street Chippendale Strata Committee	TOGA Development and Construction
Australian Institute of Landscape Architects	Dexus Consortium	Members of the public

Issues raised in submissions

Submissions outlined concerns regarding exceedances to wind safety criteria and areas of the public domain not meeting the relevant comfort criteria. GANSW also asserted that the wind impacts should be addressed through the building envelopes rather than through local wind mitigation devices.

The CoS recommend that the wind tunnel testing for the Precinct should align with the requirements set out within Schedule 12 of the Sydney DCP 2012, involving the testing of compliant base case envelopes and the proposed alternative envelopes to demonstrate that the proposed envelopes are better than or equal to the base case scenario.

The DPE acknowledges the precinct is in an exposed and windy location and this poses significant design challenges. However, the wind tunnel testing and computation fluid modelling (CFD) results for the preferred scheme identify exceedances of the safety criteria which is considered unacceptable. Further, the wind tunnel testing and CFD modelling indicates the public open space and publicly accessible open spaces will not meet the comfort criteria proposed in the Design Guide, with most of the precinct not suitable for sitting.

The DPE noted that the local mitigation measures proposed to address the safety and comfort issues, however there is not sufficient confidence in the level of improvement resulting from these measures. A review of the Precinct and built form is recommended, by addressing the following:

- *“demonstrate the public open space network can achieve a safe and comfortable wind environment by testing different built form design configurations. The testing should seek to reduce wind impacts by considering:*
 - *shorter buildings around the perimeter and increasing in height to the centre to help lift wind flow over roofs*
 - *breaking up the street grid pattern by offsetting towers/ break up the regular building layout*
 - *tapered towers and provision of greater upper-level tower setbacks.”*
- *“this testing should demonstrate that the final indicative built form layout and planning controls achieve an optimum balance between wind safety, comfort and other amenity considerations”*
- *“the DPE encourages TfNSW to consider the submission from the City and advice from GANSW in responding to wind issues”*

- *“the Panel recommended that the proposal demonstrate that all built form and masterplan layout alternatives have considered and incorporated findings in the wind modelling to improve safety and comfort across the Precinct. In particular, the unsafe wind conditions should be resolved through the building massing.”*

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on an alternative Indicative Reference Masterplan, specifically requesting:

- *“provide a detailed assessment of the wind amenity linked to intended use for all public space areas including Central Green and Devonshire Square”*
- *“the wind comfort and safety amenity of the Precinct and surrounds remains a significant concern. Detailed computational fluid dynamic, (CFD) and wind tunnel testing of any revised massing strategy will be necessary to demonstrate that unsafe and uncomfortable wind conditions have been mitigated. This is to be achieved through the building massing strategy without reliance on the reduction of upper level setbacks or wind mitigation devices due to the resulting visual and physical impacts on the quality and experience of the urban realm”*
- *“it is reaffirmed that minimum targets in the draft Design Guide, including the wind criteria map, must ensure that target wind conditions for different spaces are suitable for their intended use”*
- *“it is acknowledged that the shape and location of the tower A1 represents one option that assists in mitigating the wind conditions within the OSD. Given that its location and form are currently determining the size and quality of the public open space, alternative massing options are to be explored that can address the wind conditions while providing greater amenity within the public open space.”*

Advice was also received from the PRP on 9 February 2023 regarding wind amenity outcomes, specifically recommending that the proposal:

- *“demonstrate that all built form and master plan layout alternatives have considered and incorporated findings in the wind modelling to improve safety and comfort across the Precinct. In particular, the unsafe wind conditions should be resolved through the building massing.”*

Discussion and response

Methodology for wind testing

Guided by the study requirements, a key objective for the Precinct has been to ensure the achievement of an acceptable wind safety and comfort outcome. Over the course of the project, an extensive series of wind testing has been undertaken to inform the design process, which has relied on the use of two different wind testing technologies, these being:

- Computational Wind Engineering (CWE, an atmospheric-based subset of the broader field on Computational Fluid Dynamics, CFD)
- physical modelling with a scaled representation of the site in a large boundary-layer wind tunnel.

For assessing the environmental pedestrian-wind conditions the former is a new approach gaining confidence in the wind-engineering community and the latter is a well-established approach used with success since the 1970s.

The use of these two different fluid mechanics technologies to analyse wind performance provides a number of benefits to the Precinct planning process, including:

- the CWE test presents wind information in a clearly discernible and easy to understand form, using colour coded maps to show wind performance across the precinct and its surroundings. It also effectively illustrates wind trajectories and highlights the reasons why certain wind conditions are occurring. This enabled MEL Consultants and Laminar2 Turbulent to quickly understand the cause and effect of wind conditions to assist with the design evolution process
- the CWE approach has enabled iterative regular testing of the wind performance of various iterations of the Indicative Reference Masterplan. The ability to quickly analyse and report wind performance has allowed for testing and retesting of different massing scenarios to understand the wind implications of changes in the proposed site layout and built form. In turn this has enabled the design team to make adjustments as needed to address wind challenges and optimise wind performance across the Precinct and its surrounds

once the Indicative Reference Masterplan was refined using the CWE approach, a physical model of the preferred Precinct design was prepared and placed in a wind tunnel to further test its wind performance. This step provided more detailed wind data that enabled verification of the CWE wind performance results, and importantly also enabled the team to identify which areas within the Precinct still required further investigations and potentially the use of localised wind mitigation measures

- the wind tunnel results have also yielded peak gust data which has enabled a more comprehensive understanding of likely future wind performance and conditions within the Precinct.

While extensive testing was undertaken using the two methods, it is recognised that the wind tunnel testing undertaken prior to public exhibition pointed to discrepancies between the CWE modelling and the wind tunnel, which are shown by the number of locations exceeding the wind safety criteria.

Since the exhibition of the SSP Study, further improvements have been made to the testing of wind conditions for the Precinct. This has been achieved through an iterative process of recalibrating the Computational Wind Engineering (CWE) model to better align with previous wind tunnel results for the Precinct and has enabled the CWE model to provide more accurate and reliable wind flow readings and wind condition results when testing varying built form massing approaches for the Precinct.

With a more reliable CWE model, TfNSW commissioned further iterative testing of the proposed massing scheme during the post-exhibition phase to inform the changes made to the revised Indicative Reference Masterplan. This was instrumental in narrowing down required changes to support a safe and comfortable wind environment within the Precinct. To ground truth the findings of the CWE model, further wind tunnel testing was undertaken to confirm these findings (refer to **Figure 9**). The results of the wind tunnel analysis are provided within the Environmental Wind Speed Measurement Analysis (refer to **Attachment 9**) and are described below.

As part of the post-exhibition wind tunnel testing, it is important to note the following assumptions were adopted:

- no building articulation (eg, sun shading devices) or local mitigation measures (i.e. screens or awning) were factored as part of the wind tunnel testing
- no existing or proposed trees were modelled for the wind tunnel testing
- for the over-rail active transport bridges, installation of standard porous (eg, 50 to 60 per cent solid), safety balustrading was included in the model.



Figure 9 Model of revised scheme for wind model testing

Source: Mel Consultants

Understanding the environmental wind criteria for Sydney

To determine whether the predicted wind conditions are acceptable or not, a local wind criterion is defined for that location. For Sydney CBD, the implementation guidelines of the Central Sydney Planning Strategy define the wind comfort standards for the assessment of the wind conditions in Sydney City. The definitions of the standards are described below:

- **“Wind Safety Standard** is an annual hourly maximum peak 0.5 second gust wind speed measured between 6am and 10pm Eastern Standard Time of 24 metres per second*

*Equivalent to 23 metres per second for an annual maximum peak 3 second gust wind speed, which is the traditional Safety Criterion for the gust wind speed based criterion
- **Wind Comfort Standard** is an hourly mean wind speed (defined below) for each wind direction, with probability of exceedance less than 5 per cent per annum (averaged over all wind directions) measured between 6am and 10pm Eastern Standard Time (equivalent to 292 hours per annum), of equal to or less than:
 - 4 metres/second for sitting areas
 - 6 metres/second for standing areas
 - 8 metres/second for walking areas.
- mean wind speed means the maximum of:
 - Hourly mean wind speed, or
 - Gust equivalent mean wind speed (gust wind speed divided by 1.85).”

A visual representation of criteria used for this assessment is shown in **Figure 10**. Several tested locations within and outside of the precinct boundaries were assessed against these criteria to determine the relevant wind impacts of the proposal and to confirm it is capable of delivering a safe and comfortable wind environment.

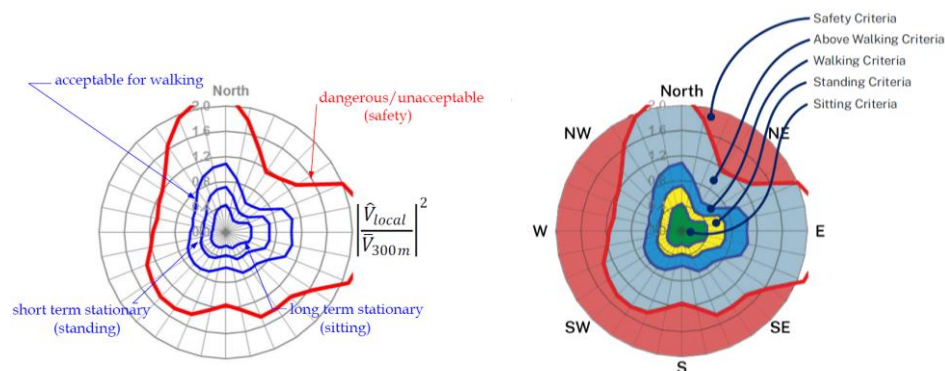


Figure 10 Model of revised scheme for wind model testing

Source: Mel Consultants

When undertaking the assessment against the safety and comfort criteria, the following distinctions are to be made:

- the Safety Standard is assessed independently for each wind direction. Should one wind direction exceed that safety standard, the location automatically fails the Safety standard.
- the Comfort Standards are pass/fail criteria as they only assess the summation of probabilities of exceedance across all wind directions to determine whether a location passes or fails the threshold criterion.

Existing conditions

In reviewing the existing wind conditions for Central Precinct and its surrounds, it is important to recognise that Central Sydney has long been known to have windy conditions in the public domain. Compounding this, Central Precinct's location at the south-east edge of Central Sydney means that unlike many other areas it does not benefit from widespread shielding from the prevailing wind directions by other, existing buildings. This creates an inherently more challenging wind environment compared to those that exist in many other parts of Central Sydney. This includes exposure to prevailing southerly and westerly winds in winter and north-easterly winds in summer (as shown in **Figure 11** These challenging wind conditions are further exacerbated by the elevated nature of the proposed OSD, the proximity to the approved Western Gateway and the desired configuration of the Precinct, and in particular the width and alignment of new streets for urban design reasons.

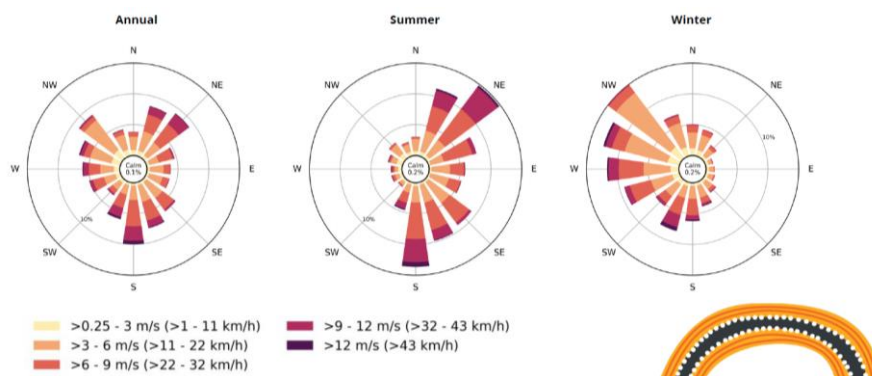


Figure 11 Prevailing wind directions within Central Sydney during Annual, Summer and Winter periods

Source: Mel Consultants

The importance of reviewing the existing conditions for Central Precinct and its surroundings is to gain an understanding of the potential impacts (positive and negative) of the proposal, in particular for public spaces surrounding the Precinct. It is also noted that the existing wind conditions were modelled with the inclusion of the future built form of the Western Gateway Sub-Precinct, which was rezoned between 2020-2021. The results of the existing wind conditions for Central Precinct and its surrounds are shown in **Figure 12**. The key findings of these results highlight:

- the majority of the Western Forecourt and parts of the future Central Square currently experience walking comfort conditions
- for Railway Square, the northern part of this public space (Location 119) experiences walking comfort conditions, while the southern corner at the interface of Lee Street (Location 87) currently experiences unsafe wind conditions
- parts of the Western Gateway (Location 95 and 97) currently experiences unsafe wind conditions
- the eastern edge of Lee Street/Regent Street, south of the Western Gateway (Locations 38, 40, 41 and 43), currently experience walking comfort conditions, while other parts of Lee Street/Regent Street and areas around Mortuary Station experience standing comfort conditions
- the southern portion of Prince Alfred Park Pool (Location 83), experiences a walking comfort condition
- other parts of Prince Alfred Park experience standing comfort conditions
- other public domain areas along Eddy Avenue, Chalmers and Cleveland Streets experience standing comfort conditions
- the suburban platforms experience standing comfort conditions
- the intercity platforms achieve sitting criteria.



Figure 12 Existing wind conditions (without OSD)

Source: Mel Consultants

Results of the exhibited Indicative Reference Masterplan

As described in the exhibited SSP Study, the wind results for the exhibited Indicative Reference Masterplan (shown on **Figure 13**) indicated that:

- public spaces surrounding Central Precinct generally satisfy the walking comfort standard or better. Some exceptions occurred at:
 - Lee Street on the southern corner portion of Railway Square (Location 87) which maintains the existing unsafe wind condition
 - the north-west corner of the Western Gateway Sub-precinct which exceeded the safety standard.
- a small number of locations, in particular near the intersection of Central Avenue and Devonshire Link, did not meet the safety standard. The main cause of this outcome at the intersection of Central Avenue and Devonshire Link is wind from the north-west striking the Western Gateway, being diverted down to ground level by the buildings within the Western Gateway and then being funnelled east through and along the Devonshire Link, and south along Central Avenue. This was further exacerbated by the upward slope of the Devonshire Link in this location where the stairs provide the transition between the ground level of Henry Deane Plaza and the OSD above.
- two of the three over rail pedestrian bridges did not meet the walking criteria (modelled without porous screening at the time).
- there were general improvements to the wind conditions experienced at the Western Forecourt and parts of the future Central Square, changing from a walking comfort condition to a standing comfort condition

- there are general improvements to eastern edge of Lee Street/Regent Street (Locations 38, 40, 41 and 43), changing from a walking comfort condition to a standing comfort condition
- the southern portion of Prince Alfred Park Pool (Location 83), improved to a standing comfort condition
- other parts of Prince Alfred Park generally experience standing comfort conditions, however Locations 47 and 82 would improve the experience walking comfort conditions
- other public domain areas along Eddy Avenue, Chalmers and Cleveland Streets maintained their standing comfort conditions
- the suburban platforms had improved wind conditions, with Location 67 and 68 having sitting comfort conditions.

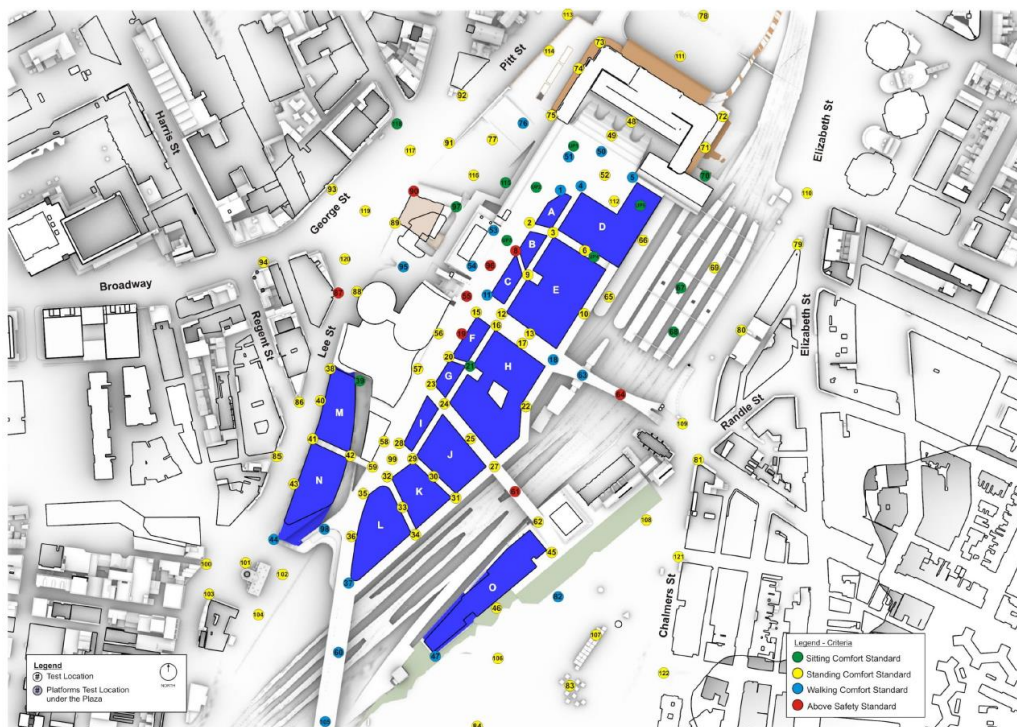


Figure 13 Wind conditions under the exhibited Indicative Reference Masterplan

Source: Mel Consultants

Refinements of the revised Indicative Reference Masterplan

As highlighted previously, DPE and the PRP has indicated that the exceedances to the safety standards under the exhibited scheme (i.e. along Central Avenue and the pedestrian bridges) would be an unacceptable outcome for the Central Precinct. Furthermore, the comfort conditions for the public open space and publicly accessible open space would not meet the comfort standards set out by the draft Design Guide.

In response to this feedback, further investigation and testing of alternate configurations of the public space layout and building massing approach on the OSD has been undertaken. Testing has involved ongoing CWE modelling to identify what potential changes can resolve key areas of concern with regard to the wind environment, specifically areas exceeding the safety standard in the exhibited scheme. As noted earlier, through a recalibration of the CWE model during post-exhibition, this technology has enabled the project team to swiftly gather more

accurate and reliable wind flow readings and wind condition results when testing varying built form massing approaches for Central Precinct.

Based on this testing, the following refinements in the revised Indicative Reference Masterplan have been adopted to support a safe and comfortable wind environment on the OSD deck and its surroundings:

1. the reduction of the width of Central Avenue to a consistent 18 metres (previously 15-24 metres) to reduce the funnelling effect of north-western winds into the Central Avenue and Devonshire Link
2. the inclusion of the 2,700 square metre Devonshire Square at the central portion of Central Avenue, which acts to diffuse winds being funnelled from the north-west along Central Avenue and the upward slope of the Devonshire Link from the west where the stairs provide the transition between the ground level of Henry Deane Plaza and the OSD above
3. maintaining the extension of the podium building envelope directly east of Central Green to provide greater wind protection of Central Green from prevailing easterly winds. The removal of this built form was explored during the post-exhibition phase and was tested through CWE modelling. This modelling indicated that the removal of the built form would lead to poorer wind conditions on Central Green, which led to this building being retained as part of the revised scheme.
4. the reduction of the podium building envelope of the Regent Street Sidings building, in particular pulling its southern edge back to the north and the reconfiguration of the staircase from Mortuary Station Plaza to the OSD deck to limit the diverting of southerly winds to the OSD level
5. adjustments to building envelopes in location and shape to increase the separation of tower forms to ease the funnelling of winds from the east and north-west.

In addition to the above, the installation of standard porous (eg, 50 to 60 per cent solid) safety balustrading for the over-rail active transport bridges, was also assumed in the modelling for the revised scheme.

To confirm the findings of the CWE model, further wind tunnel testing was then undertaken. The wind tunnel results for the revised scheme are discussed below.

Results of the revised Indicative Reference Masterplan

The proposed wind conditions for Central Precinct and its surrounds with the inclusion of the revised Indicative Reference Masterplan are shown in **Figure 14**. The key findings highlight:

- there is no exceedance of the safety standard on the OSD, and all locations on the OSD achieve a walking comfort standard or better
- there is no exceedance of the safety standard on the three pedestrian bridges, and achieves standing comfort standard
- public spaces surrounding Central Precinct generally satisfy the walking comfort standard or better. Some exceptions to this occur at:
 - Lee Street on the southern corner portion of Railway Square (Location 87) which maintains the existing unsafe wind condition without any precinct development

- the north-west corner of the Western Gateway sub-precinct which will exceed the safety standard
- there are general improvements to the wind conditions experienced at the Western Forecourt and parts of the future Central Square, changing from a walking comfort condition to a standing comfort condition
- there are general improvements to eastern edge of Lee Street/Regent Street (Locations 38, 40, 41 and 43), changing from a walking comfort condition to a standing comfort condition
- the southern portion of Prince Alfred Park Pool (Location 83), improves to a standing comfort condition
- other parts of Prince Alfred Park generally experience standing comfort conditions, however Locations 47 and 82 would improve the experience walking comfort conditions
- other public domain areas along Eddy Avenue, Chalmers and Cleveland Streets maintain their standing comfort conditions
- the suburban platforms have improved wind conditions, with Location 67 and 68 having sitting comfort conditions.

Further discussion on the proposals' impact on wind condition for key areas within and surrounding Central Precinct is provided below.

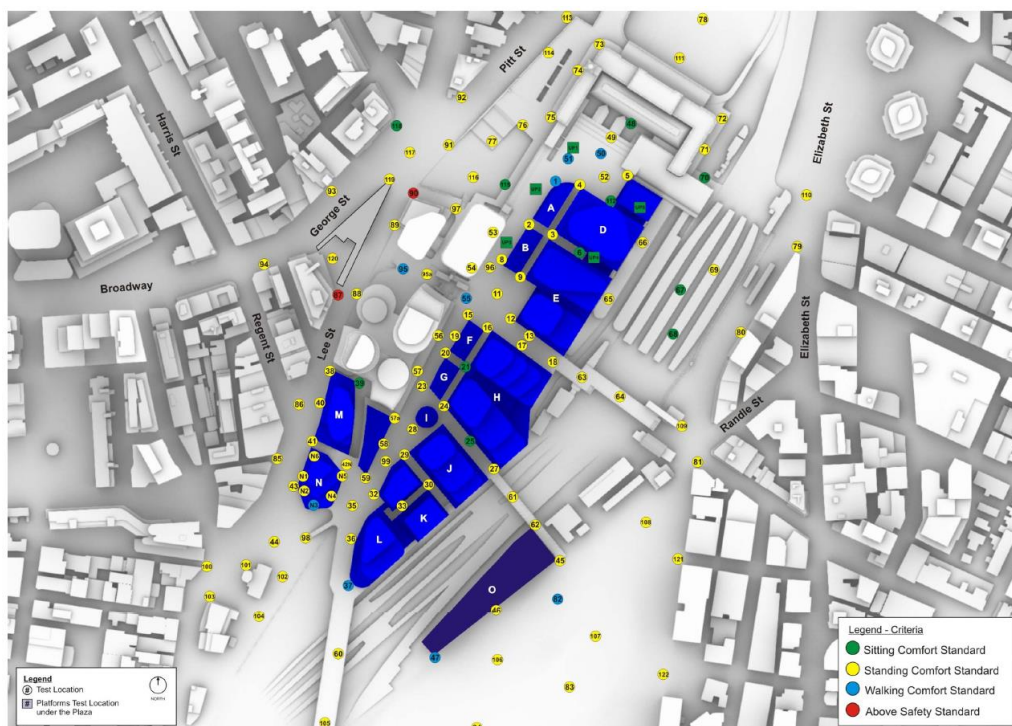


Figure 14 Wind conditions under the revised Indicative Reference Masterplan (post-exhibition)

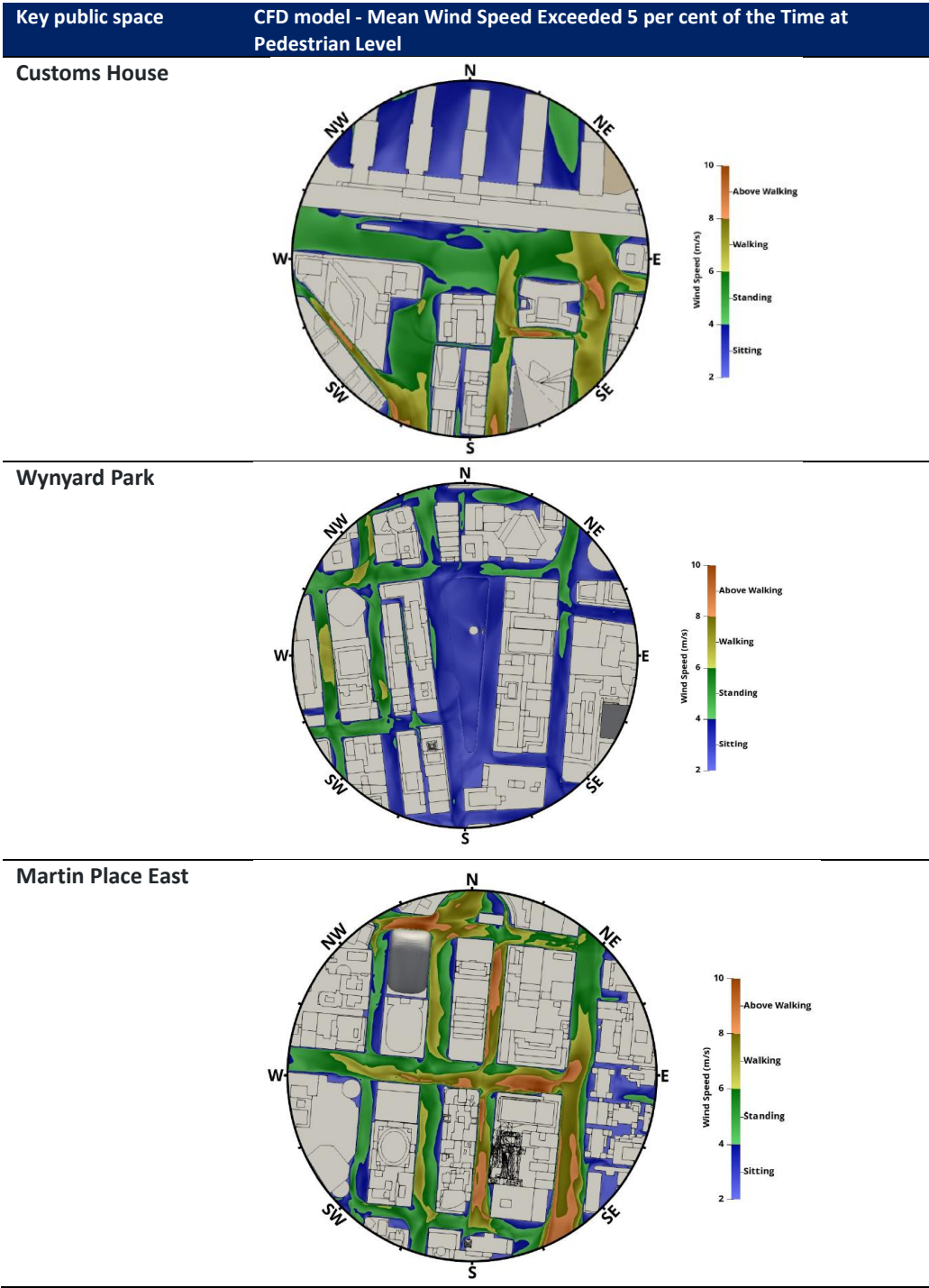
Source: Mel Consultant

Proposed comfort conditions within public open spaces

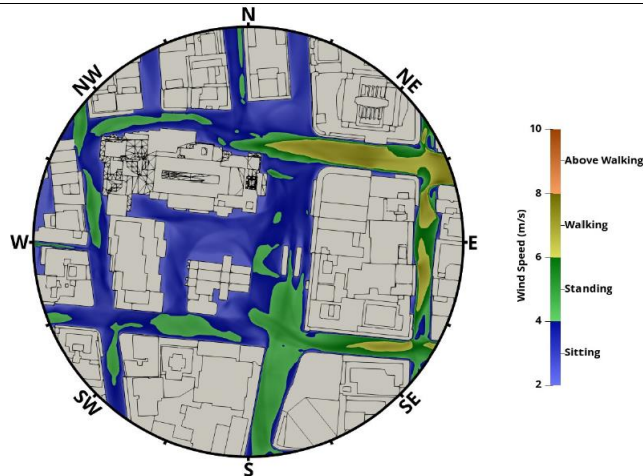
It is acknowledged that DPE and the PRP have highlighted that the wind tunnel testing and CFD modelling indicates that public open space and publicly accessible open spaces within Central Precinct will not meet the comfort criteria proposed in the Design Guide, with most of the

precinct not achieving the sitting wind comfort criteria. It should be noted that this does not mean that the area is not suitable for sitting, but that it does not achieve that criteria for 95 per cent of the time.

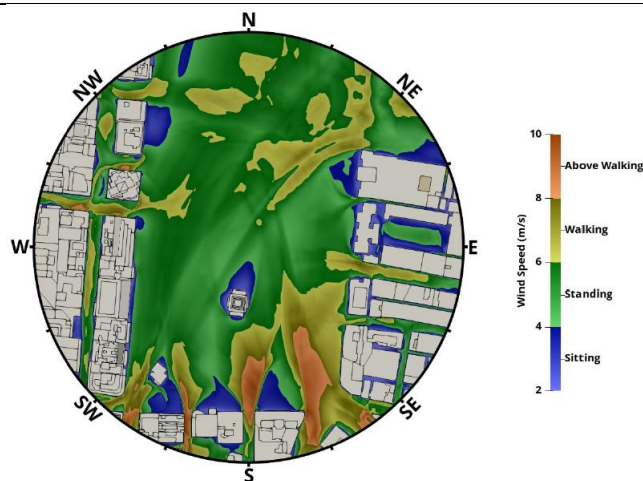
With regard to comfort conditions for public open spaces, a number of public spaces in Central Sydney do not achieve the sitting wind comfort criteria due to the relatively windy conditions experienced in Sydney. To confirm this, further CFD modelling was undertaken of comparable public spaces across Central Sydney to understand the current comfort conditions typically seen in our public open spaces. These are shown below.



St Andrews Square /
Town Hall



Hyde Park South



As shown above, the comfort condition in public open spaces in Central Sydney vary between walking, standing and sitting comfort levels. Where public open spaces do achieve a sitting comfort standard (i.e. Wynyard Park and St Andrews Square), it is due to its surrounding built form that encloses and protects the public space on all sides.

It is also noted that DPE recognise that Central Precinct is in an exposed and windy location, and that this poses significant design challenges. The multiple directions of strong winds is a particular contributor to this challenge and achieving a good outcome for the precinct requires considerable consideration of multiple, at times competing interests. As part of this, reasonable trade-offs need to be made.

Wind protection of the kind achieved at Wynyard Park cannot be adopted for the proposed publicly accessible open spaces within Central Precinct, nor surrounding public open spaces, due to:

- the potential to adversely affect the size and function of existing public open spaces (e.g. Prince Alfred Park and Railway Square)
- the likely impact on other amenity outcomes for new public open spaces, most notably the high levels of solar access to Central Green
- wind exposure from all sides of surrounding public open spaces is unable to be protected by the future built form proposed at Central Precinct

- the heritage implications of positioning built form in locations to protect public open spaces from predominant wind directions. For example, for Central Green experiences standing and walking comfort condition in certain locations due to its western exposure to the west wing of the Sydney Terminal Building and Central Square. To position new built form along the western edge of Central Green would result in adverse heritage impacts beyond what is considered acceptable for Central Precinct.

Improved wind comfort conditions within public open spaces surrounding Central Precinct

Further wind testing of existing and proposed wind conditions of surrounding public open spaces was undertaken in accordance with Schedule 12.2 Procedure B (4) of the Sydney DCP 2012 (refer to Appendix C of the Updated Wind Study at **Attachment 9**). This was to provide TfNSW an understanding of the cumulative difference in wind conditions in surrounding public open spaces with the inclusion of the revised Indicative Reference Master Plan. As part of this testing, the averaged 5 per cent exceedance wind speeds were calculated for the following public open spaces and broader catchment areas:

- Belmore Park
- Prince Alfred Park
- 50m from the precinct boundary, which is the minimum distance from site boundary specified in Sydney DCP Schedules 12.2 Procedure B (4)
- 100m from the precinct boundary, which is the maximum distance from site boundary specified in Sydney DCP Schedules 12.2 Procedure B (4)
- 235m from the precinct boundary, which is in accordance with the minimum assessment area for pedestrian wind studies under the Australasian Wind Engineering Society (AWES) Guidelines for Pedestrian Wind Effects Criteria (2014)
- newly created public spaces on the OSD deck and new overpasses
- newly created public spaces on the OSD deck and new overpasses and areas within from the precinct boundary.

The area averaged 5 per cent exceedance wind speeds for the seven areas are shown in **Table 11** below.

Table 11 Summary of averaged 5 per cent exceedance wind speeds (m/s) for public open space and publicly accessible open space areas

	Existing wind conditions (m/s)	Proposed wind conditions with the Indicative Reference Master Plan (m/s)	Proposed wind conditions with the Indicative Reference Master Plan and Landscaping (m/s)
Belmore Park	4.16	3.64	3.63
Prince Alfred Park	4.84	4.59	4.54
50m From Boundary	4.39	4.15	3.85
100m From Boundary	4.38	4.18	3.90
235m From Boundary	4.11	3.88	3.76
Publicly accessible spaces on the Over Station Development	NA	4.79	4.01

	Existing wind conditions (m/s)	Proposed wind conditions with the Indicative Reference Master Plan (m/s)	Proposed wind conditions with the Indicative Reference Master Plan and Landscaping (m/s)
Publicly accessible spaces on the Over Station Development and 100m From Boundary	NA	4.32	-

As shown in **Table 11** above, the cumulative wind conditions across all areas studied improve with the inclusion of the Indicative Reference Master Plan and show further improvement with the inclusion of landscaping. Notably, the Indicative Reference Master Plan improves the averaged 5 per cent exceedance wind speeds (m/s) at Prince Alfred Park and Belmore Park (as indicated by **Table 11** and shown in **Figure 15** below). While improvements to Prince Alfred Park are marginal with a large majority of the public space maintaining its Standing comfort standard, there is a significant improvement to wind conditions in Belmore Park with a larger portion of the public space meeting the Sitting comfort standard.

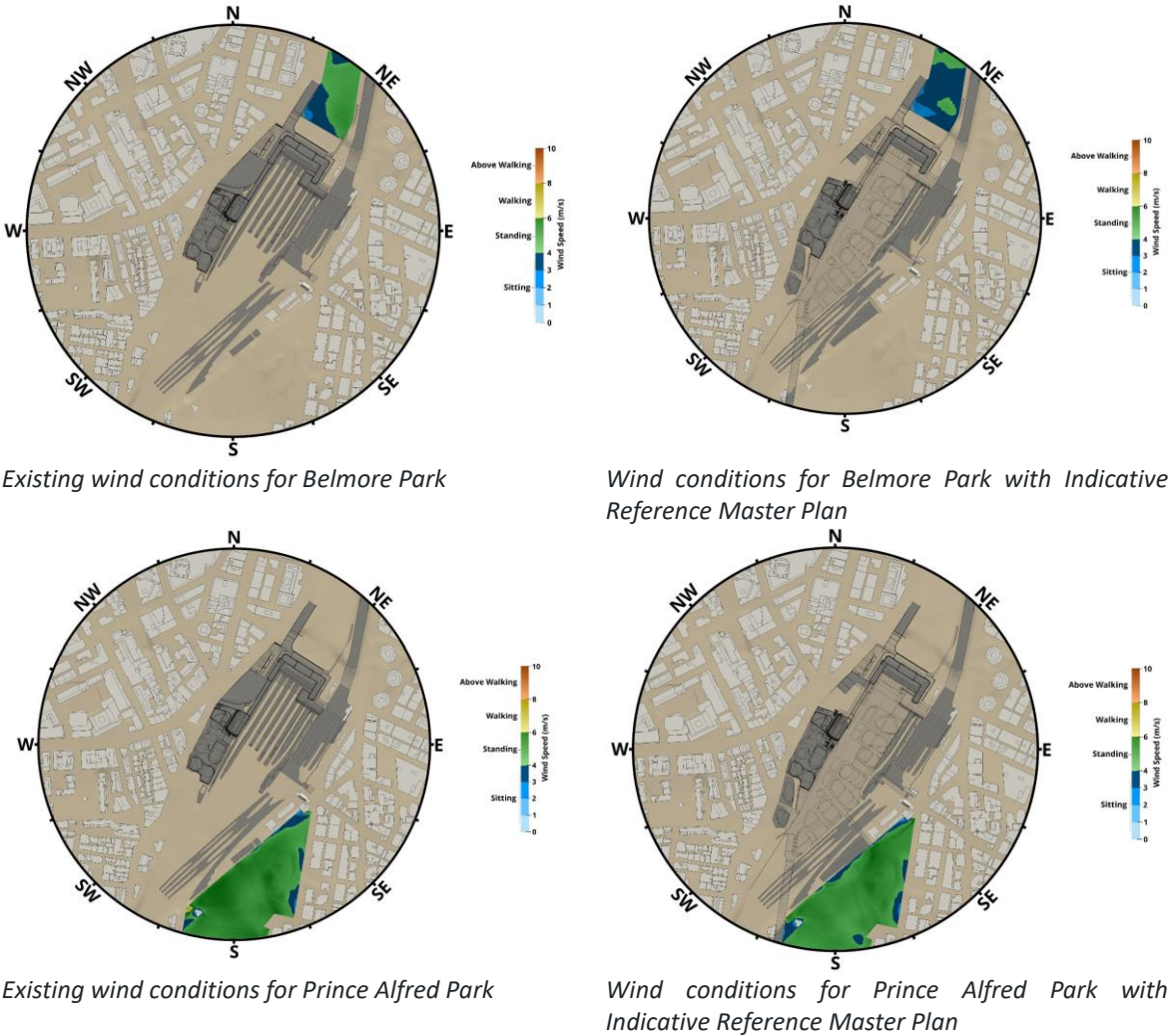


Figure 15 Averaged 5 per cent exceedance wind speeds (m/s) at Belmore Park and Prince Alfred Park

Source: Mel Consultants

Given the above, it is considered that the proposed wind conditions for existing public open spaces and future publicly accessible open spaces delivers an acceptable outcome given:

- its high exposure to prevalent winds and the limitations to mitigating these winds through built form
- there is no exceedance of the safety standard for all proposed publicly accessible open spaces
- all proposed publicly accessible open spaces demonstrate an equivalent comfort standard to many similar public open spaces within Central Sydney
- the there is a net improvement in the cumulative wind conditions across surrounding public open spaces with the inclusion of the Indicative Reference Master Plan.

Furthermore, it is anticipated that further detailed design of buildings within the Central Precinct such as building articulation (eg, sun shading) or local mitigation measures (i.e. screens or awning) will be capable of improving the comfort conditions within the proposed public open space and publicly accessible open spaces. This will be investigated further as part of the detailed design process for future phases of the project.

Outcome

Based on the above, refinements have been made to the target comfort standards for publicly accessible open spaces contained in the draft Design Guide which will align with the resulting wind conditions demonstrated by the revised Indicative Reference Master Plan.

7.4.5 Visual and view impacts

Parties that raised this issue:		
DPE	CoS	GANSW
Chippendale Community	71-75 Regent Street Chippendale Strata Committee	61-65 Regent Street Chippendale Strata Committee
Action for Public Transport (N.S.W) Inc	Members of the public	

Issues raised in submissions

The submissions from the CoS, many non-government organisations, and members of the public outlined concerns regarding view and visual impacts caused by the proposed building envelopes in the southern parts of Central Precinct on residences within Chippendale. Accordingly, the DPE recommended that a detailed assessment of the view impacts to existing residential properties along Regent Street be undertaken. DPE recommended that any amendments to the proposal ensure no significant adverse impacts occur.

The CoS and Chippendale Community submissions also raised an issue surrounding the view impact of the proposed built form on Prince Alfred Park, as it will obstruct the existing long views that are afforded to the park across the rail corridor.

Some government agencies have also outlined the importance of protecting historic visual relationships and connectivity between different parts of Central Precinct. The GANSW recommended amendments be incorporated into the draft Design Guide to protect key views and vistas.

Discussion and response

To inform response to these key issues, TfNSW commissioned:

- further visual analysis
- updated and new imagery
- further visual assessment.

Visual impact from Prince Alfred Park

The visual appearance of the bulk and scale when seen from locations in the public domain to the east was particularly evident from Prince Alfred Park.

Any proposal of this nature that involves replacing the largely open space visual character of the railyards will have a considerable visual impact.

Noting the presence of particular parameters that constrain layout and massing, the proposal achieves an outcome that is largely consistent with relevant planning controls for Central Sydney applying under the SLEP 2012 and the SDCP 2012.

While the eastern edge of OSD does not fully comply with controls for tower setbacks above podiums, this variation applying to east-west streets and lanes enables greater separation distances between towers within each block when seen from Prince Alfred Park. This is considered to represent a better visual impact outcome from this location than would otherwise be achieved.

In addition, the proposal incorporates a number of measures to further shape the bulk and scale of the eastern edge condition and mitigate visual impact of the OSD when seen from Prince Alfred Park. These include:

- adopting a staggered height profile that increases from east to west and north to south
- adopting heights upon the OSD (except for Building A1) that are lower than the approved Western Gateway Sub-precinct and the proposed Regent Street Siding Sub-precinct
- shaping the Prince Alfred Sidings as a long, low building
- shaping the Regent Street Sidings building as taller, slender towers
- designing Building A1 as a landmark building
- establishing a number of north-west to south-east angled streets and lanes to align in a more perpendicular way to the western edge of Prince Alfred Park.

These measures will have a range of visual impacts when seen from Prince Alfred Park. These include:

- reflecting the eastern parkland edge visual condition of Central Sydney, and providing a new, well defined edge condition for southern Central Sydney
- locating taller buildings away from the visually sensitive communities of Surry Hills and Redfern, and closer to Central Sydney
- locating tall buildings away from the more visually sensitive Prince Alfred Park
- providing for visual interest in the Precinct's skyline profile

- providing for the OSD to 'nest' within and beneath the taller Western Gateway sub-Precinct the Regent Street Siding sub-Precinct
- screening lower parts of the OSD from view from Prince Alfred Park
- providing a visual contrast that helps balances the lower, longer buildings on the OSD
- reflecting a scale that is commensurate with the future role and significance of the precinct in Central Sydney's fabric, which in turn contributes to legibility of visual urban form
- providing greater opportunity to see into and through the Precinct
- providing greater ability to perceive individual buildings.

The planning framework comprises an integrated suite of provisions aimed at implementing these measures and ensuring achievement acceptable visual impact outcomes. To further strengthen this and provide for greater certainty, it is now proposed to make further refinements to the draft Design Guide, as outlined in the outcomes part of this section.

Impact on view lines to the Central Station Clock tower from Broadway

The proposal will not block views from viewpoints on Broadway to the Clock tower. This includes the critically important Broadway view corridor located at the intersection of Broadway with Harris Street and Regent Street that enables uninterrupted visibility of the Clock tower seen against the eastern sky.

In addition, new buildings on the OSD deck will not intrude within the Broadway view corridor. Rather, they will largely be screened by the Western Gateway sub-Precinct.

The proposal also does not block existing axial views to the Clock tower from key streets to the north, east and west of the Precinct. This includes Wentworth Avenue and Foveaux Street.

The proposal does block views to the Clock tower from locations to the south. To mitigate this, the proposal provides new viewing opportunities in the close-range public domain located to the south of the Clock tower. It is acknowledged that the proposal will appear in the background of existing views to the Clock tower. However, these are limited to locations to the north and north-west of the site such as Pitt Street and Rawsons Place. It will not appear behind the Clock tower when seen from locations to the north-east or east, including Belmore Park. This needs to be considered in the context of the approved Western Gateway already appearing behind the Clock towers, and the distinct style, form, lines, colour and materiality of the Clock tower that will retain its ability to be seen and understood within its context.

View loss to 61-65 Regent Street and 71 – 75 Regent Street, Chippendale located to the south-west of the Precinct

The proposal will result in some view loss from 61-65 and 71 – 75 Regent Street, Chippendale.

Acceptability of view loss is considered against the planning principle established by the Land and Environment Court of New South Wales (the Court) in *Tenacity Consulting v Warringah Council* [2004] NSWLEC 140 (Tenacity). This places weight on the reasonableness of the proposal causing the impact. It establishes a four-step process to assist in determining acceptability of view loss.

Applying these four steps, assessment has found that:

- views being lost are largely to the east and north-east over rail yards to inner Sydney suburbs such as Surry Hills in the background
- views to the south east, which can include parts of Prince Alfred Park, as well as outlook to Regent Street and Mortuary Station, will largely be unaffected
- while views being lost may have considerable value to individual residents, they do not contain elements or features identified as being of high value within the meaning of Tenacity
- the views lost also do not contain elements or features typically correlated with high scenic preference
- views may be obtained from indoor (e.g., living rooms) and outdoor spaces (e.g., balconies and shared rooftops) from both standing and sitting positions
- most of the affected views will be replaced by new built form, in particular the Regent Street Sidings and the southern OSD, in the mid ground
- while this is a considerable impact, factoring in the objective value of the views under Tenacity, the extent of impact is largely low – moderate
- as has been noted, the proposal is consistent with the strategic planning intent for the area, complies with height controls in the SLEP2012, is comparable with FSRs for much of Central Sydney and is largely compliant with the bulk and scale controls in the SDCP 2012
- the proposal includes measures that reduce the visual impact from these properties, including now incorporating greater built form setbacks to Mortuary Plaza, and measures that will likely improved aspects of visual amenity for the apartments, including the Southern Plaza and Mortuary Station Plaza.

As such, the proposal can be considered to be reasonable, and as such achieve acceptable levels of view impact. Overall, the visual impact of the proposal when seen from the locations in the ground plane public domain are comparable to that of the exhibited proposal, and does not result in any new visual impacts not already considered in the original VIA.

It is important to acknowledge that while the proposal will impact the existing visual attributes of Central Station and existing views obtained from nearby private residential premises, the proposal is consistent with well-established strategic planning policy. As such, the key challenge for this rezoning stage is to demonstrate the new planning framework is capable of achieving an outcome that represents an acceptable level of view and visual impact considering all relevant planning factors.

Outcome

Given the above considerations, section 6.4 of the updated draft Design Guide (**Attachment 8**) has been amended to include the following additional provisions:

- a new objective under the built form section that requires a variety of buildings forms within each block
- minimum separation distances between towers on the OSD deck.

7.4.6 Noise and Vibration

Parties that raised this issue:		
CoS	EPA	GANSW
Sydney Local Health District	61-65 Regent Street Chippendale Strata Committee	Chippendale Community
Members of the public		

Issues raised in submissions

Submissions were received relating to noise and vibration impacts, both from government agencies, community groups and members of the public. CoS raised concern that long term noise monitoring was not completed as part of the Noise and Vibration assessment due to COVID-19 pandemic impacts, including lockdowns.

Concerns were raised by members of the public relating to noise emanating from construction works. The Sydney Local Health District also raised concerns relating to construction noise, as well as noise impacts during the operational phase, particularly on the Sydney Dental Hospital and future sensitive uses within the Precinct, including residential and childcare.

The EPA suggested that further consideration be provided to night-time economy impacts caused by Central Precinct, including from public events that may be held.

GANSW recommended that it be demonstrated that a high-quality acoustic amenity and suitable levels of natural ventilation could be achieved for future residents. CoS recommended that the draft Design Guide be updated to align with the noise controls within the SDCP 2012, including design requirements to ensure satisfactory levels of acoustic amenity for future residents.

Discussion and response

Background noise measurements/long term noise monitoring

Due to the COVID-19 pandemic, including its associated lockdowns, background noise measurements that form part of the Noise and Vibration Assessment were affected. This was due to a reduced level of rail, road and pedestrian movements within the study area of the Precinct when measurements were being taken.

Background noise monitoring results from major projects within the vicinity of Central Station were used in lieu to guide the assessment. In addition, road and traffic noise measurements for the project were gathered prior to the COVID-19 pandemic, which were also utilised as part of the assessment.

Notwithstanding the above, an Addendum (refer to **Attachment 10**) has been provided to the Noise and Vibration Assessment prepared by RWDI. It recommends an ambient noise study, which includes long term noise monitoring, be undertaken when:

- traffic levels return to 'normal' (post-COVID) levels
- following the conclusion of the Sydney Metro project construction works.

Further to the above, the updated draft Design Guide includes a provision that requires a Noise and Vibration Impact Assessment by a suitably qualified acoustic consultant be prepared and

submitted with development applications for new buildings in Central Precinct. This would require ambient noise levels to be undertaken and submitted for assessment.

Noise and vibration construction impacts

The updated draft Design Guide includes a provision that requires the preparation of a Construction Noise and Vibration Management Plan by a suitably qualified acoustic consultant to be submitted with development applications for new buildings within Central Precinct. This plan is to provide sufficient detail with respect to:

- the relevant noise and vibration criteria
- details regarding hours of work
- any significant works that will take place during construction hours, and any that are likely to exceed noise and vibration criteria
- mitigations measures to be implemented, including reducing noise levels.

The implementation of the above will be enforced via conditions of development consent for the construction of a new building. This is a standard approach for the development of all new buildings in Central Sydney and has been found historically to be appropriate in terms of ensuring suitable impacts relating to construction noise and vibration.

Night-time economy impacts

The updated draft Design Guide includes a specific section relating to the effective management and operation of night-time economy uses. This includes requirements for different types of uses, including measures relating to trial periods relating to late night operations and the effective management of noise impacts.

Prior to development consent being granted, demonstration will be required that alignment with the relevant night-time economy provisions is achieved by specific proposals, which will be controlled and monitored post consent through suitable conditions.

Future night-time events held within Central Precinct will also likely need to seek development consent for their operation, or to satisfy (if relevant) exempt or complying development provisions under an applicable SEPP to be permitted to operate. This will require demonstration or confirmation that acceptable noise impacts will result through effective mitigation measures and strategies. Again, the approach proposed for Central Precinct is entirely consistent with the approach taken for other parts of Central Sydney and is therefore considered to be reasonable.

Acoustic amenity protection/mitigation measures

In response to feedback received from CoS, an Addendum (refer to **Attachment 10**) has been provided to the Noise and Vibration Assessment prepared by RWDI. It has recommended that the draft Design Guide be amended to reflect specific provisions contained within the SDGP 2012 relating to acoustic amenity protection for residential apartments. This includes requirements relating to the restriction of noise transfer between dwellings.

Appropriate provisions are also incorporated into the draft Design Guide, which require residential apartments located within noisier parts of Central Precinct to have regard to Sections 4B – *Natural Ventilation* and 4J – *Noise and pollution* under the ADG. This will ensure

apartments, receive suitable levels of acoustic amenity, as well as natural ventilation where possible.

In addition, specific attenuation measures in the draft Design Guide are required to be considered, where appropriate, to assist with achieving suitable levels of acoustic amenity for residents. These measures include, but are not limited to, the design of windows, location of non-habitable rooms and provision of operable screens servicing balconies.

Ultimately, future development applications for residential development within Central Precinct will have to demonstrate that an appropriate balance is struck between achieving satisfactory levels of acoustic amenity, and natural ventilation for residents. This balance is considered achievable based on the draft Design Guide and its associated acoustic amenity provisions.

Outcome

Given the above considerations, section 9.6 of the updated draft Design Guide has been updated to include the following key amendments:

- adopts provisions that are consistent with the residential noise controls under the State Environmental Planning Policy (Transport and Infrastructure) 2021 as Central Precinct will continue to support multiple rail corridors post development and is bounded by several roads with daily traffic volumes of more than 20,000 vehicles
- specific design and mitigation measures relating to acoustic attenuation that future development must have regard to, including sensitive land uses, will ensure satisfactory levels of acoustic amenity for residents and occupiers
- additional provisions relating to acoustic design and mitigation measures to enable a suitable acoustic environment for residents, workers and visitors to Central Precinct.

7.5 Built form

7.5.1 Height, scale and density

Parties that raised this issue:		
DPE	CoS	GANSW
Air Services Australia	Sydney Airport	Civil Aviation Safety Authority
Chippendale Community	Ultimo Village Voice	Friends of Ultimo
61-65 Regent Street Chippendale Strata Committee	71-75 Regent Street Chippendale Strata Committee	Blue Mountains Association of Cultural Heritage Organisations Inc
Heritage Council of NSW	Members of the public	

Issues raised in submissions

The submissions raised concerns with the proposed bulk and scale of the built form in the Precinct. Some government agencies raised that while they are generally supportive of additional density being delivered in Central Precinct, they considered that the proposed GFA of the exhibited Indicative Reference Masterplan to be excessive, resulting in a built form that is overly bulky, with too many towers too close together, resulting in significant visual impact and undermining the amenity of the public domain.

A number of community submissions raised concerns regarding the proposed built form in the Regent Street Sidings Sub-precinct and its impact on surrounding properties, such as view loss, reduced sunlight access and wind.

The Sydney Airport submission identified that some of the proposed building heights will result in exceedances to the obstacle limitation surface (OLS) and radar terrain clearance chart surfaces (RTCC). The Civil Aviation Safety Authority submission asserted that it is not the relevant airspace authority, and that the relevant authority is Air Services Australia. The Air Services Australia submission outlined that no development or crane operations are to exceed the current prescribed airspace levels around Sydney, including the RTCC, as it would not support any exceedance.

Following a review of all the submissions, the DPE recommended to TfNSW that it should:

- *“explore alternate built form approaches which reduce the impact and impression of density across the site. This should include reviewing the upper-level setbacks, building separation, linked tower strategies, podium length, street wall heights, the width of key streets and laneways and the height of buildings close to significant heritage items”*
- *“review the Height of buildings map and Prince Alfred Park solar access plane to improve alignment between these controls and remove ambiguity about the maximum height of future development”*
- *“undertake further studies as required to review the built form height adjacent to Mortuary Station Gardens, to identify options to improve amenity and optimise solar access, maximise tree canopy and minimise adverse heritage impacts to Mortuary Station. This should include a review of the Height of buildings map proposed for the Regent Street Sidings Sub-precinct.”*

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on an alternative Indicative Reference Masterplan in relation to the bulk and scale of the built form. In particular, it was noted that it has now been merged into larger building footprints, and is exacerbated by minimal setbacks, large podiums, considerable tower footprints, limited fine grain links and narrow streets and lanes. The SDRP believed that this would lead to unacceptable spatial and amenity outcomes including an intrusive disparity of scale with the surrounding context. The SDRP also raised concern that the upper-level setbacks provided throughout the Precinct would result in the appearance of a solid wall of development from the surrounding visual catchment and impact the quality and amenity of the pedestrian experience. As a result, it recommended to:

- *“increase all upper-level setbacks to improve amenity, legibility and improve the spatial character and quality of the public realm*
- *focus larger upper-level setbacks in locations where the lower eastern massing has been removed to accommodate the proposed plazas*
- *provide an upper-level setback between the upper level form and podium on the northern edge of Central Green*
- *reduce the size of the consolidated tower floorplates, as these considerable floorplates will create an overbearing visual impact, through the presentation of a continuous wall of built form, to the public realm on the OSD and from the rail and Surry Hills approach*

- *reintroduce fine grain links to achieve greater built form variation, which may assist in mitigating the overwhelming scale and bulk of the massing and deliver the diversity of building typologies considered critical to achieve the Greater Cities Commission's (GCC) vision for Tech Central."*

Following exhibition, advice was subsequently received from the PRP on 9 February 2023 regarding the establishment of an appropriate GFA that responds to the site's characteristics and results in an achievable built form. The PRP also raised concerns regarding impacts of the built form on the public domain. Specifically, it recommended that:

- *"the public domain needs to have suitable amenity for the intended use of the space, and noted that resolving the concerns relating to bulk and scale would assist in achieving this, however highlighted that new built form approaches may need to be explored to ensure amenity outcomes are achieved."*

Discussion and response

As discussed in **Section 7.5.2** and further explained in the supplementary GFA Justification Report (**Attachment 23**), an analysis comparing the process used to calculate GFA for and FSR's for Central Precinct and the CoS GFA methodology has been undertaken. Overall, it has achieved an entirely reasonable and appropriate proposal that is well-considered, comprehensive, grounded in evidence and sufficiently robust for the current rezoning stage of the planning and design process. In addition, the resulting built form and massing outcome of the overall Precinct results in comparable building envelopes under the CoS methodology approach.

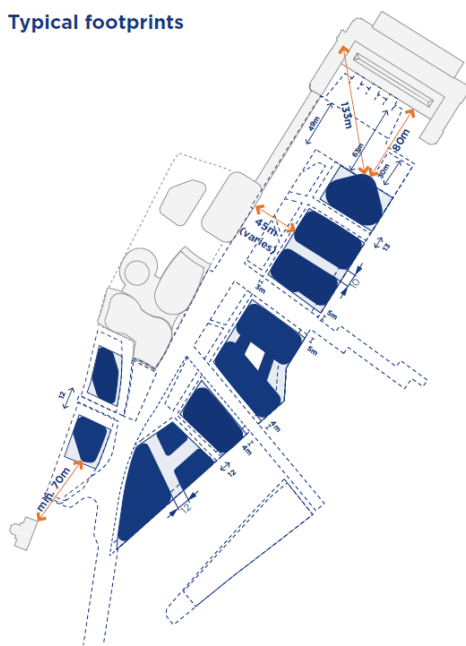
Overall, the methodology undertaken to calculate GFA for Central Precinct has been informed by a design led process that has resulted in a more nuanced massing and built form outcome that best responds to Precinct's existing context. Central Precinct has been earmarked to become a new destination for the local, metropolitan, regional and global community, and will significantly contribute to the future economic growth of Sydney and NSW through a technology and innovation Precinct that will drive global investment, innovation and productivity. In stating the above, it is also noted that intensification of the Central Precinct will represent a natural extension of the southern CBD and capitalise on the fact that Central Station is the most connected destination in Greater Sydney and strategically positioned to accommodate future employment and population growth. This is reflective of the Central Sydney Planning Strategy, which includes a planning pathway for height and densities to go beyond the established maximum limits to increase growth opportunities in employment floorspace and deliver innovative design. One of these growth opportunities is a potential tower cluster in the Haymarket area, encompassing Central Precinct.

Consistent with the Central Sydney Planning Strategy, the Central Precinct includes significant employment floor space within tower forms in suitable locations. Accordingly, the maximum planning envelopes for Central Precinct have been informed by detailed analysis of site-specific opportunities and constraints, tech and innovation tenant requirements, and based on the overall development objectives for each of the Sub-precincts.

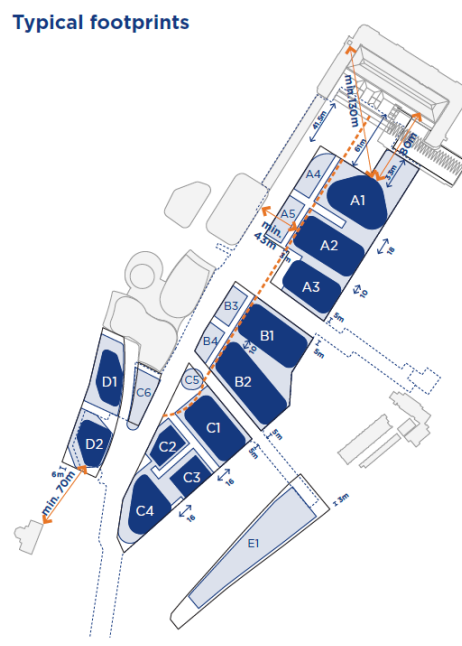
Notwithstanding the above, the revised Indicative Reference Masterplan has been appropriately refined to respond to the feedback received from submissions, the SDRP and PRP. Based on the refinements made to the revised proposal, the total GFA has been reduced by 10,600 square metres, resulting in a total overall GFA of 504,300 square metres.

As part of the design responses, the revised Indicative Reference Masterplan includes the following key built form refinements:

- additional mid-block connections which break up the podiums on the OSD deck level into interconnected smaller building forms
- introduction of Devonshire Square
- a reduction in the scale of the building envelopes on the OSD deck and an increase in tower separation distances in line with feedback received from DPE and SDRP has also contributed to reducing the perceived bulk and scale of built form throughout the Precinct and enhanced east-west view lines, which helps improve the pedestrian experience at the ground plane (refer to **Figure 16** below) and ameliorate the amenity of the surrounding public domain
- realigning built form to provide a consistent 18 metre width along Central Avenue.



Exhibited building footprints



*Revised Indicative Reference Masterplan
building footprints*

Figure 16 Comparison of the exhibited and revised building footprints

Source: Architectus

The proposed podium envelope in the Regent Street Sidings Sub-precinct has also been refined to improve its relationship with Mortuary Station Gardens. This has been achieved through the relocation of the bus layover underground into the basement level which has allowed for the reduction of the podium footprint and its height nearest to Mortuary Station and an associated increase in the size of the Mortuary Station Gardens by 2,300 square metres. Improvements have also been made to the integration of the Mortuary Station Gardens with the OSD deck through the repositioning of the connecting stairs to the north of the Gardens. These revisions provide a more sympathetic response to Mortuary Station by ensuring a greater curtilage to the building.

Proposed building heights throughout Central Precinct

In response to comments received in submissions, the heights shown on the proposed height of building map have been reduced to not exceed the RTCC airspace levels. The height of building map has also been amended to allow for better alignment with the Prince Alfred Park Sun Access Plane. Subject to Clause 6.17 of the SLEP 2012, the site is affected by the Prince Alfred Park Sun Access Plane. Accordingly, no height is shown for this part of the site, as the height is determined by the Sun Access Plane.

Outcome

Based on the above considerations, the proposed building heights for development blocks on the OSD and Regent Street Sidings will be revised to be included within 'Area 3' height limit of the Sydney LEP 2012 (cl 6.17 sun access plane provision to still apply). This aligns with maximum building height controls seen throughout Central Sydney.

Other updates to the proposed amendments to the Sydney LEP 2012 are as follows:

- updates to height of building map, including the adoption of the 'Area 3' height limit for development blocks in the Precinct (cl 6.17 sun access plane provision to still apply). Note: lower building heights for fine grain buildings along Central Avenue will remain
- updates to mapped floor space ratios as identified in the revised EIE (**Attachment 7**).

Additionally, Section 9.0 of the updated draft Design Guide (refer to **Attachment 8**) reflects the changes in the revised Indicative Reference Masterplan. Key amendments include:

- additional objectives to:
 - ensure built form on Regent Street Sidings responds and engages with Mortuary Station Gardens
 - create a clear and legible street wall to define and activate public spaces
 - deliver built form in support of the broader objectives of Tech Central
 - ensure built form enables good solar access, daylight and comfortable microclimate conditions in the adjacent and affected public spaces
- provision for podiums on the OSD level to have a potential street wall height between 18 metres and 30 metres where they seek to provide greater storey (floor to floor) height and diversity in the podium's-built form.

7.5.2 Alignment with the CoS's GFA methodology

Parties that raised this issue:		
DPE	CoS	

Issues raised in submissions

The CoS's submission questioned the calculation of the GFA, raising concerns that the process for determining GFA and density for the Precinct was inconsistent with the adopted methodology used by the CoS. Accordingly, the DPE requested that TfNSW:

- *"review the proposed floor space ratio (FSR), having regard to the inclusion of streets and laneways and the CoS's comments on the calculation of GFA and FSR."*

Advice received from governance and advisory bodies

Advice was received from the PRP on 9 February 2023 regarding the establishment of an appropriate GFA that responds to the site's characteristics and results in an achievable built form. The PRP also raised concerns regarding the potential impacts of built form on the public domain. Specific recommendations made by the PRP included:

- *“the GFA calculation method needs to be resolved and include an agreed allowance for articulation and floor plate efficiency. The Panel’s preferred method for calculating GFA is in accordance with the CoS’s Central Sydney Planning Strategy (CSPS)”*
- *“to demonstrate the GFA and the issue of bulk/scale and floor to floor heights has been appropriately resolved, the Panel request TfNSW provide 3D images (as well as calculations) showing the proposed building envelopes and a theoretical building design within the envelope. The images must demonstrate the proposed envelopes and GFA will result in an acceptable built form, with appropriate articulation, allowance for façade depth, sun shading and modulation, scope for design excellence outcomes and suitable visual impacts (particularly when viewed from the east).”*

Discussion and response

In response to the GFA calculation recommendations received from the CoS and PRP’s submission, further work and analysis has been undertaken that explores the methodology and process used to arrive at the proposed GFA for the Precinct. This undertakes a comparison with the process used by CoS to determine built form and maximum FSR as set out in their document titled the ‘Guideline for Site Specific Planning Proposals in Central Sydney’ and Schedule 12 of the Sydney DCP 2012. A copy of this analysis and justification for the proposed GFA is provided at **Attachment 23**.

In summary, the additional work undertaken by TfNSW confirms that:

- the GFA proposed for the Precinct, as informed by the Indicative Reference Masterplan, is well below the maximum GFA that is theoretically possible under the proposed draft Design Guide building envelopes.
- the proposed GFA allows for an average Precinct wide articulation of 17.1 per cent compared to 8.2 per cent that would be provided under the Council’s preferred method for calculating GFA.
- the draft Design Guide building envelopes will allow for sufficient articulation along building facades that will support variation in future building design so they can be shaped and tailored as part of the future design excellence process
- the draft Design Guide envelopes are sufficiently sized to support flexibility in future built form. This will enable buildings to be configured and shaped within the envelope respond to the needs of future tech and innovation uses as required. For example, envelopes will support higher floor to floor heights in podiums if needed, with GFA being able to be redistributed and accommodated in other ways.
- the proposed built form and massing solution is appropriate and acceptable as:
 - Central Precinct has site and context characteristics that make it unique from other sites in Central Sydney

- the proposal has been informed by a design led approach which has resulted in the significant evolution of the Indicative Reference Master Plan to arrive at a proposed density and built form that will support a high-quality place outcome for the Precinct
- the proposed scale, bulk and mass is consistent with what would be achieved under the approach using the Guideline for Site Specific Planning Proposals in Central Sydney and Schedule 12 of the Sydney DCP 2012
- the GFA and FSRs proposed for Central Precinct under the design led approach are lower than what could be achieved for the Precinct using the Guideline for Site Specific Planning Proposals in Central Sydney and Schedule 12 of the Sydney DCP 2012
- detailed technical analysis confirms that the proposed massing solution for Central Precinct can achieve a high quality environmental and pedestrian amenity outcome (i.e. solar, sky view and wind) within key public domain areas
- the proposal will result in an appropriate interface to Prince Alfred Park and the east more broadly, supporting an outcome that is consistent with other existing interface conditions along the eastern edge of the Sydney CBD. It will therefore reinforce the well-established principle of having a built form arrangement that clearly and strongly defines the edge of the CBD
- the proposed design clearly meets the intent and objectives of the Sydney DCP 2012 and the Guideline for preparing site specific planning proposals.

Overall, the proposed built form within the Indicative Reference Scheme has been updated in response to concerns raised within the submission. This has included increased tower separation, and a greater provision of public open space within the Precinct. Further work has also been undertaken to ensure the built form and density outcome supports an appropriate pedestrian amenity outcome. Coupled with this, TfNSW together with their project team has undertaken further work to demonstrate a comparison between the process used to arrive at GFA's for the Precinct, and the site specific methodology preferred by the CoS. Based on that analysis it is evident that the design led process undertaken for the Precinct has led to a GFA and density that is lower than what would otherwise be possible under the CoS's preferred site specific methodology. The proposed GFA and density is therefore considered to be appropriate for the Precinct.

Outcome

Give the above considerations, the updated draft Design Guide (**Attachment 8**) has been refined to include the following key amendments that will allow the provision of flexible building envelopes that allow variances within the building and siting of built form:

- further guidance on articulation to allow visual interest and reduce the appearance of building scale and bulk of buildings
- further guidance relating to sun shading devices and balcony or bay window projections
- increased tower separations between proposed towers and WGP towers along Central Avenue (minimum 43 metres).

7.5.3 Master plan layout and configuration

Parties that raised this issue:		
CoS	GANSW	71-75 Regent Street Chippendale Strata Committee
Monsgrove Developers	TOGA	ISPT
Haralambis Group and GT Hotels	UTS	Members of the public

Issues raised in submissions

The CoS submission raised concerns with proposed built form elements including the grand stairs that interface with the Sydney Terminal building, the interface and overhanging nature of towers fronting Prince Alfred Park and the layout of Central Green. Some government agencies recommended that a southern street frontage is provided for Central Green.

A number of submissions from the public reiterated the importance of the proposal being planned so that it integrates with the surrounding area.

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on an alternative Indicative Reference Masterplan in relation to the layout and function of different components of Central Precinct including:

- *“as the Central Green is developed, review the proposal for a freestanding building at the eastern edge of the Central Green and reconsider a lower scaled continuous edge that might:*
 - *better resolve the interface with the Metro roof*
 - *mitigate wind*
 - *activate the eastern edge of Central Green*
 - *review opportunities to increase the north-south dimension of the open space, as the proportions of the Green have become long and narrow with the podium footprint now located further north and the removal of the eastern built form.”*
- *“as the Mortuary Station Gardens and Regent Street Sidings Sub-precinct is developed:*
 - *consider the opportunity to realign the signalised intersection at the Regent Street crossing, the stair connection to the deck and tower to enable alignment of this link with the southern extension of Regent and Harris Streets. This would considerably improve the visibility and legibility of this connection to the deck from the western approach*
 - *develop the design of the stair north of the Plaza to provide greater integration with the OSD deck*
 - *review the Plaza setting to provide greater distinction between areas of denser street front landscaping and the industrial character of the track area.”*
- *“provide detail of the Prince Alfred Sidings Park setback, including:*
 - *access arrangements*
 - *demonstrate that the ground floor level provides a seamless connection with the public domain for the full length of the park frontage*

- *demonstrate how the setback can contribute to and coordinate with, the landscape amenity of Prince Alfred Park."*
- *"provide detailed and full height sections through the streets and lanes to demonstrate:*
 - *adequate allowance for proposed functions, including service and emergency access, canopy and green cover, dwell zones, and so on*
 - *the impact of the skylights on the usability, spatial quality and character of the public space and walkways, and conversely the impact of the narrow lanes for light access to the skylights*
 - *the impact of the upper level setbacks on the spatial quality and character of the walkways and lanes."*
- *"it is reaffirmed that typical floors of the Regent Street Towers do not appear capable of maximising natural cross ventilation in accordance with the ADG for low to mid-rise levels, noting also that no typical floorplates of the Goulburn Street towers were provided as part of the Indicative Reference Scheme. It has requested that updated typical floorplates of the residential towers are provided to address this."*

Discussion and response

Based on the feedback received, the layout and configuration of the master plan has been comprehensively reviewed and appropriate design solutions have been developed to improve the proposal, as discussed below.

Interface with Sydney Terminal Building

Following concerns raised by the CoS and others, the grand stairs have been removed from the revised proposal to allow for a better and more sympathetic interface between the OSD deck and with Sydney Terminal Building. Additionally, the interface between the Terminal Building and the OSD has been rationalised to improve the function of the station as a major transport interchange that better respects the heritage of Central Railway Station. Specifically, the following key changes have been made to further rationalise the relationship between the OSD deck and the Sydney Terminal Building:

- a reduction in the spatial extent of the stairs / vertical transportation between the OSD deck and the Sydney Terminal building to a consolidated vertical transportation to the eastern edge of Central Green in a central location of Central Station adjacent to the new Metro canopy
- an expanded concourse level with greater access to daylight and new opportunities for landscaping that will improve the passenger experience on the platforms and in the concourse, compared to the exhibited proposal as well as providing better visual and physical access between the concourse and the platforms
- retention of additional heritage roof fabric and incorporating an extension to the pitched roofs of the original platforms to deliver a heritage-responsive approach to the Sydney Terminal Building and platforms, while providing weather protected access to the platforms.

Improvements to Central Green

The configuration of Central Green has been adjusted to be a squarer geometry compared to the exhibited proposal, with an increased north-south dimension, in line with feedback from

the SDRP. The southern edge of Central Green is bordered by an active frontage. This has been ensured through the introduction of 'Design Guidance 1' within Section 9.4 of the draft Design Guide, which requires that active frontages be provided to the south of Central Green.

Adjustments have also been made to the indicative design of Central Green to improve its relationship with the Terminal Building through the incorporation of seating opportunities along with opportunities for greater landscaping at the northern edge of the public space.

In response to the CoS's feedback, the cantilever of building A1 over Central Green has been removed. Various design options were explored to provide a smaller freestanding building to the east of Central Green, as requested by the CoS. However, it was found that having a freestanding building in this location resulted in adverse wind impacts to Central Green. To mitigate these wind impacts, a connected podium building is required in this location to ensure adequate wind protection to Central Green. In response to the concerns, the podium to the east of Central Green has been visually separated from the related tower to present as a freestanding building. This ameliorates the interface with the Metro roof, improves wind outcomes, and activates the eastern edge of Central Green, ensuring an outcome that still responds to the SDRP's request.

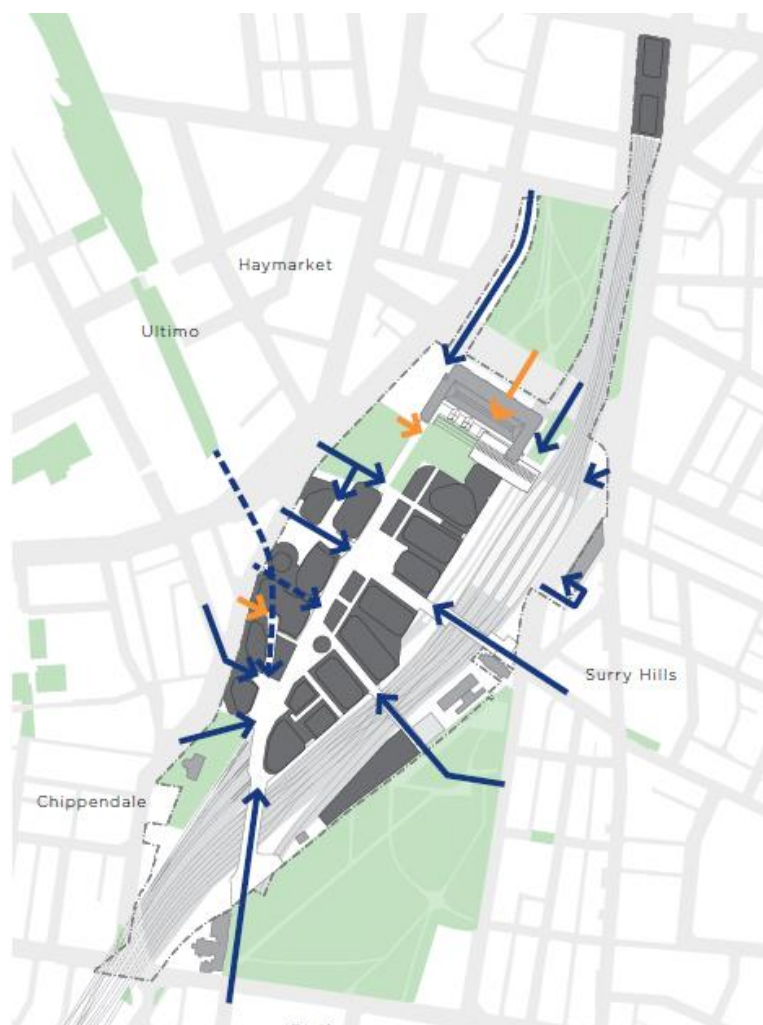


Figure 17 Southern activation of Central Green

Source: Architectus

Rationalisation of the Mortuary Station and Regent Street Sidings Sub-precincts

In addition to the improvements in the layout of the public domain elements, the revised proposal rationalises the configuration of the podium envelope at Regent Street Sidings. This is to improve integration between the OSD deck level and Regent Street Sidings, the Goods Line and the Mortuary Station Gardens.

This been achieved through the following key moves:

- undergrounding the bus layover into the basement level to enable the reduction of the podium footprint to retain significant fig trees
- consolidating the basement entry/exit point into single location to improve the quality and safety of the pedestrian environment along Regent Street (refer to **Figure 18**)
- locating basement entry/exit at a signalised intersection to help manage traffic flow and mitigate any conflict with pedestrians and cyclists along Regent Street (refer to **Figure 18**)
- increasing activation to the Goods Line and Mortuary Station Gardens
- extending the OSD deck level to integrate with the podium rooftop of the Regent Street Sidings.

These changes have increased the quantum of open space in the Mortuary Station Gardens by 2,030 square metres, in turn enhancing its amenity and the public domain interface with Chippendale. The revised layout repositions the stairs to the north to provide an improved connection directly from Mortuary Station Gardens to the OSD deck, as shown in the comparison provided at **Figure 19** and **Figure 20**. The increase in size of this public space presents opportunities to retain the existing fig tree to the north of Mortuary Station and provide a new children's playground that is accessible to the broader community.

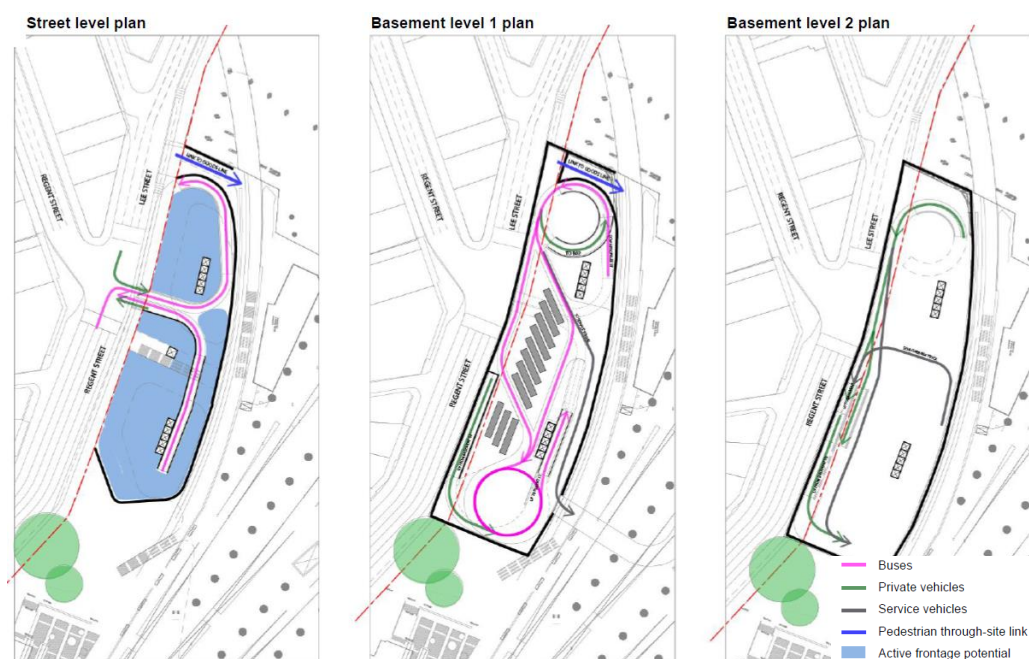


Figure 18 Revised arrangement of Regent Street Sidings at ground and basement levels

Source: Architectus



Figure 19 Mortuary Station Plaza in the exhibited scheme

Source: Architectus



Figure 20 Mortuary Station Plaza in the revised scheme

Source: Architectus

Prince Alfred Park Sidings

The exhibited draft Design Guide included provisions ensuring all public open spaces are designed to support access for all abilities and this has been maintained in the updated draft Design Guide.

There is also a requirement in the draft Design Guide to ensure the new ground plane at the Sub-precincts edge is provided at the same level as the adjoining part of the Prince Alfred Park. This requirement was included in the draft Design Guide to ensure a seamless connection with the Park and will be assessed and resolved in detail at the future development application stage.

The revised Indicative Reference Masterplan now includes a consistent 3m building setback requirement from Prince Alfred Park which will provide a green edge to the park. The draft

Design Guide as exhibited includes key provisions to ensure that adequate landscaping planting will be delivered at the Prince Alfred Park Sidings. Lower buildings (up to 45m) along the western edge of the Prince Alfred Park to ensure a low-scale interface are also proposed as part of the revised Indicative Reference Masterplan.

Outcome

Based on the above, updates have been made to the proposed LEP amendments and draft Design Guide (**Attachment 8**) to reflect the revised outcomes of the Indicative Reference Masterplan. Key changes have involved updates to relevant mapping which show the spatial extent of future public spaces in the draft Design Guide and the revised EIE (**Attachment 7**).

7.6 Design excellence

Parties that raised this issue:	
CoS	GANSW

Issues raised in submissions

The CoS submission outlined that the CoS’s Competitive Design Policy should be applied for all sites. In accordance with Section 2.4 of the Government Architect’s Design Excellence Competition Guidelines, Draft (May 2018) (GANSW Guidelines), GANSW’s submission supported that all competitive design processes be undertaken in accordance with the City of Sydney Competitive Design Policy, with departures for specific provisions. The CoS and GANSW submissions also recommended a number of other changes to the Design Excellence Strategy.

Advice received from governance and advisory bodies

Advice was received from the PRP on 9 February 2023 regarding the Design Excellence Strategy. Specifically, the PRP recommended:

- *“the Design Excellence Strategy includes an incentive for achieving design excellence, through a 10 per cent floor space design excellence bonus. It is recommended the revised maximum GFA is calculated and reduced by 10 per cent in order to apply this as a bonus consistent with other projects in Central Sydney*
- *any governance panel proposed as part of the Design Excellence Strategy should be led by a representative of the consent authority and include membership from the CoS and Government Architect NSW.”*

Discussion and response

In response to the feedback received, a revised Design Excellence Strategy (**Attachment 5**) has been prepared, which has been informed by and aligns with the processes of the CoS’s Competitive Design Policy and the GANSW Draft Design Excellence Competition Guidelines. Specifically, the revised Strategy has been updated to include the following key components:

- refinement of the Design Excellence Objectives for the Precinct
- updates to the proposed Design Excellence Governance framework for the Precinct, which has been structured to ensure consistency of oversight over the entire design process for Central Precinct, and which will consist of:
 - a Design Governance Panel - a panel that provides oversight over the entire design process for the Central Precinct

- a Design Advisory Panel - a panel of design and industry experts that provide design guidance on specific sites and proposals in accordance with the Design Excellence Strategy
- a Design Competition Jury - a panel of design and industry experts that oversee and judge a Design Competition Process for specific sites and proposals in accordance with the Design Excellence Strategy
- refinements to the Design Competition process and the type of competitions to be undertaken for buildings and public spaces, which will ensure that all buildings and key public spaces will be subject of a Design Excellence process.

Coupled with updates to the Design Excellence Strategy, TfNSW is now also proposing that the achievement of design excellence is tied to the award of additional bonus floorspace of up to 10 per cent of the mapped FSR. This bonus floorspace would only be a discretionary bonus that is awarded when a building successfully demonstrates design excellence.

To facilitate the design excellence bonus opportunity for future development within the Precinct, the maximum GFA and FSR figures proposed under the revised Indicative Reference Masterplan are to be reduced by 10 per cent for the purposes of any future planning controls.

Outcome

A Precinct specific clause enabling a design excellence bonus of up to 10 per cent of the mapped FSR, will be incorporated into the Precinct specific planning controls under the SEPP. Refer to **Section 8.2** and the revised EIE (**Attachment 7**) for further detail.

7.7 Land use

7.7.1 Technology and innovation uses

Parties that raised this issue:		
CoS	GANSW	Sydney Local Health District
Heritage Council of NSW	TOGA	UTS
ISPT	Members of the public	

Issues raised in submissions

Submissions were generally supportive of the delivery of new employment floorspace within Central Precinct that will support the broader technology and innovation objectives of Tech Central. There was also general support for other non-residential uses such as education, community infrastructure and recreational facilities that would also be complementary to the Precinct's technology and innovation uses.

The CoS submission encouraged the prioritisation of technology and education floor space to achieve the intended vision for Tech Central and recommended floorspace for these uses be increased within the Precinct. The CoS's submission also recommended a long-term vision for how the Planning Framework will address excess commercial floorspace demand to ensure the Precinct was able to adapt to future workplace needs overtime be provided.

The CoS and GANSW submissions questioned whether the proposed building forms would support technology and innovation uses. In particular, the CoS's submission highlighted that the proposed building forms reflected a more commercial office building typology which does not cater to the specific needs of the Precinct for affordable, adaptable, and flexible workspace

to attract deep technology, innovation and start-up uses. The CoS also highlighted the following key characteristics of precedent examples of technology and innovation buildings:

- larger floorplates, often set as linear blocks or campus style buildings with a large atrium
- larger floorplates could have the effect of requiring lower building heights
- easy access for servicing
- larger floor-to-floor heights
- able to accommodate more significant ventilation systems.

Further, some government agencies and non-government organisations emphasised the importance of delivering affordable workspace to support innovation as it allows start-ups, businesses and other organisations to experiment and take risks. The CoS recommended that planning controls be embedded in the updated draft Design Guide to ensure this affordable workspace is provided, with a minimum 15 per cent of commercial space being suggested by the CoS.

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on an alternative Indicative Reference Masterplan and requested that the built form strategy align with research recently commissioned by the GCC, including the Tech Central Industry Study, the Six Cities Discussion Paper, and the Role of Anchors Report. Specifically, the SDRP requested that the commercial built form allows for a level of flexibility and adaptability. The advice further noted that:

- *“the sole reliance on commercial podium tower typologies does not support the intended diversity of typologies required to deliver the GCC vision for the Precinct*
- *introduce a greater diversity of building typologies which will accommodate a broader range of uses in the Precinct to encourage innovation and collaboration. This includes shared facilities, event, exhibition, and meeting spaces at lower levels with strong connectivity to the public domain*
- *introduce a greater diversity of uses, including cultural and entertainment, that will attract and retain the range of jobs essential to the Tech Central vision*
- *reintroduce some of the fine grain links to provide greater diversity of built form at the deck level*
- *collectively these moves may assist in mitigating the fundamental issues of overbearing bulk and form and public domain amenity.”*

Advice was also received from the PRP on 9 February 2023 regarding the proposal’s alignment with the key directions and big moves of the Place Strategy to ensure it delivers on the vision for renewal. Specifically, the PRP recommended:

- *“review the proposed quantum of commercial floorspace to ensure it supports the emerging and evolving innovation industries within Tech Central. This includes opportunities to evolve and adapt over time in response to changing innovation industry needs*
- *demonstrate that the proposal provides appropriate flexibility to allow for diverse building typologies that accommodate innovation ecosystem needs. This should include*

consideration of increased floor to floor heights (described in more detail below) to allow flexibility in the envelopes

- *the maximum GFA should also consider the flexibility required for tech and innovation uses, including allowances for higher floor to floor heights, and the needs of these uses in addition to A-grade commercial floor space. This could be achieved by allocating a suitable portion of the precinct floorspace for tech and innovation uses, with a GFA that allows for more flexibility*
- *demonstrate all options have been considered to deliver affordable workspace, as this is a critical component of supporting the Tech Central innovation ecosystem."*

Discussion and response

Technology and innovation uses

In response to the feedback received, an updated Economic Productivity and Job Creation Report was prepared by SGS (refer to **Attachment 19**). The work undertaken by SGS confirms that while Central Precinct will be an important anchor, it is just one part of the much broader Tech Central Precinct. SGS's analysis identifies three distinctly different tech nodes within the Tech Central Precinct, these being:

- med and bio-tech - centred on Camperdown
- digital and creative tech - centred in Surry Hills but with expansion through central towards Ultimo
- deep tech - centred in and around Eveleigh.

SGS state that:

"each of these three tech sectors have different location and functional needs. Some require proximity to hospitals and specialist research institutes and facilities, others seek more conventional floorspace in high quality urban environments. The growth of jobs across Tech Central in the coming decades will be shaped by the location of these assets and the type of development in and around them that supports future job growth. This more nuanced look at Tech Central highlights the very different future industry profiles that will be drawn to Tech Central in the future."

Taking into consideration these different nodes and functions, SGS forecast that by 2051, Tech Central is expected to be home to over 180,000 jobs, up from approximately 110,000 in 2021. These additional 70,000 jobs will also include population serving and support jobs, and be distributed across many industries and be drawn to different parts of Tech Central. Of these, it is expected that approximately 28,800 jobs will be provided for within the Central Precinct. SGS note that while this is a significant number, most of these jobs are likely to be broadly categorised as 'Knowledge Intensive'.

Central Precinct is therefore expected to play a significant role within the broader Tech Central. Firstly, it will provide floorspace for sectors that require or desire premium 'typical' commercial floorplates. These could be established tech businesses in scaling-up or maturation phase who need significant quantities of floorspace over several floors to accommodate their workforce. This is something that other parts of Tech Central are not able to provide in large quantities.

Secondly, the Central Precinct will act as a 'point of convergence' for the other tech nodes within Tech Central. Its scale, design and tech focus will provide opportunities where different

tech communities can come together for events, the sharing of knowledge and informal activities. It will be a focal point and gateway to the broader Tech Central and will enable smaller tech and innovation startups to interact and engage with likeminded people, established companies and the broader tech and innovation community.

Central Precinct should therefore not be seen as the solution to all of Tech Central's future needs and shouldn't be bound to play roles that are best suited to other different tech nodes within Tech Central. SGS also note that *'it is important not to be prescriptive about which businesses will and will not be welcomed at Central Precinct.'*

The Central Precinct proposal includes a substantial provision of employment floorspace, and in doing so will create a southern extension to the CBD that will draw in businesses right across the various sectors that desire a CBD location for their businesses. While this is the case the building envelopes and planning framework for the Precinct have been appropriately developed to enable flexibility to accommodate building typologies that would meet the modern day needs of technology and innovation tenants (as detailed in **Section 7.7.1**). Importantly, the proposed zoning of Central Precinct will also allow for technology and innovation uses to be provided in these locations.

Noting the CoS's concerns relating to the proportion of tech and innovation floorspace provided, it is reiterated that the revised Indicative Reference Scheme is only one proof of concept of how the Precinct can be developed under the proposed Planning Framework.

The proposed zoning and supporting controls in the updated draft Design Guide enable the development of various complementary uses including key tech and innovation outcomes. The proposed Planning Framework does not include any maximum cap on the provision of tech and innovation uses delivered within the Precinct. Further, the proposed Planning Framework including the building envelopes, have been prepared to provide a level of flexibility to ensure future development can evolve and adapt overtime to meet the changing needs of future workplaces.

Diversity of building typologies

In alignment with feedback from the SDRP and PRP, the proposed building envelopes and planning framework have been carefully refined to allow for increased flexibility and adaptability to support a diversity of building typologies. The revised Indicative Reference Masterplan generally maximise the floorplates throughout Blocks A and B of the OSD deck to allow for building envelopes that will be capable of accommodating technology and innovation uses, including large floorplates and higher floor to ceiling heights within podiums.

The Planning Framework will also facilitate the delivery of diverse building forms including small scale formats as well as the typical podium and tower buildings across the Precinct. Importantly, the podium and tower building typology will support the various needs of workplaces that are required for large tech and innovation headquarters. The diversity of floorspaces will be necessary in meeting the long term needs of future businesses as it is likely more co-working or shared facilities, including collaboration and meeting spaces will be desired in the future.

The proposed building typologies will support Central Precinct as the key commercial centre of Tech central through the following key functions:

- provide for large quantities of desired commercial floor space that can support a wide range of workplace needs including future tech startups, scale up and established tech

business that can benefit from the agglomeration of businesses. The Precinct will create a southern extension to the CBD that will attract a diverse range of businesses

- form the centre of convergence where all the distinctive tech sectors can come together for collaboration, events and sharing of knowledge. It will form the gateway for the wider Tech Central ecosystem and unifies the innovation ecosystem identity
- it is also recognised that Central Precinct can accommodate a range of tech and innovation industries. However Central Precinct is strategically positioned within the Tech Central ecosystem to best serve the likely headquarter location large-scale tech and innovation businesses.

Further, the building envelopes have also been designed to allow for future detailed development in DAs to include shared facilities, event, exhibition, and meeting spaces at lower levels with strong connectivity to the public domain.

In accordance with feedback from the CoS, the future detailed built form within each of the building envelopes will also be capable of accommodating significant ventilation systems.

Affordable workspace

TfNSW is committed to providing affordable workspaces within the Central Precinct to support the Tech Central innovation ecosystem. Unlike affordable housing, there is currently no standard definition or established statutory policies that support the concept of affordable workspace.

It is therefore extremely difficult to set a Precinct specific planning framework that mandates such provision. Whilst this is the case TfNSW is committed to the delivery of affordable workspaces within the Central Precinct and will be seeking to deliver affordable workspaces through any future development agreements with private sector partners.

Outcome

Based on the above considerations, section 8.1 and section 9.1 of the revised draft Design Guide (**Attachment 8**) has been amended to include:

- flexible building envelopes that generally maximises the podium floorplates sizes and enable variance in the built form to respond to demands for alternative space requirements, such as those that may be required to support the needs of future tech and innovation users
- requirements for larger floor to floor heights, including 5m for ground and first floors
- smaller fine grain buildings along Central Avenue to provide smaller scale building to add to the diversity of building forms for a broader range of tech and innovation users
- objectives and further guidance to encourage the delivery of affordable and flexible workspaces
- land use requirements for a tech community space to be delivered as part of the project.

7.7.2 Affordable and social housing

Parties that raised this issue:		
DPE	CoS	GANSW
Sydney Local Health District	Chippendale Community	Urban Taskforce Australia
Homelessness NSW	University of Technology Sydney	Community Housing Industry Association NSW
Friends of Ultimo	Members of the public	

Issues raised in submissions

A number of submissions advocated for a larger proportion of affordable housing to be delivered as part of the proposal. Specifically, the CoS recommended that a minimum of 25 per cent target should be provided within the Precinct given that it is publicly owned. The CoS also encouraged a minimum of at least 10 percent of affordable housing to be allocated as Aboriginal and Torres Strait Islander housing to acknowledge and contribute to the needs of the Indigenous population in the surrounding area. Submissions raised the need for social housing to be delivered as part of the renewal project.

Following the review of all the submissions made in relation to affordable and social housing, DPE recommended that TfNSW:

- *“explore opportunities to further increase the provision of affordable housing to address the needs of the current and future population*
- *outline a target percentage of affordable housing to be provided as Aboriginal and Torres Strait Islander housing to acknowledge and contribute to the needs of the Indigenous population in the surrounding area.”*

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on an alternative Indicative Reference Masterplan in relation to social and affordable housing, specifically requesting to:

- *“review the GCC target of up to 30 per cent for the proportion of social and affordable housing in residential developments on government land.”*

Advice was also received from the PRP on 9 February 2023 which recommended that TfNSW explore opportunities to deliver social housing in the Precinct.

Discussion and response

Following the feedback received, the proposal now includes a minimum of 30 per cent of new residential floor space to be provided as affordable housing in Central Precinct. The proposed 30 per cent affordable housing target exceeds the CoS’s recommendation and is consistent with the GCC’s Six Cities Discussion Paper affordable housing target.

It is acknowledged that the social landscape in the Precinct is likely to change at the time that development applications (DA) are proposed for new development. Therefore, to allow for appropriate commitments to be made, an Affordable Housing Needs Assessment and Implementation Strategy will be required to be provided at the DA stage, where the proposal includes residential accommodation. This will involve:

- a comprehensive assessment of the affordable housing needs within the Precinct at the point of delivery and projected at least 10-15 years into the future

- identification of specific targets and goals for the provision of affordable housing units in the new residential towers, including the split of targets for diverse forms of affordable housing (e.g. social housing, Indigenous housing, key worker housing and affordable student housing)
- exploring innovative mechanisms for delivery, including partnerships with not-for-profit sector and impact investment models should be explored to generate funding for social and supported housing
- an outline of compliance with the *Minister’s Guidelines*, including in relation to tenure-blind delivery
- an accompanying monitoring and reporting Plan to track progress and outcomes of the affordable housing initiative, and to enable intervention if misalignment occurs.

Outcome

Given the above considerations, the proposed Planning Framework has been updated to reflect the commitment for increased affordable housing as follows:

- inclusion of a new site-specific provision to require at least 30 per cent of any new residential floor space is to be provided as affordable rental housing for very low and low-income households
- require payment of a monetary contribution where this is not intended to be delivered, equivalent to this amount for delivery of affordable housing in other parts of Sydney, in particular the Sydney LGA
- with this abovementioned provision, Clause 7.13 of the SLEP 2012 which requires an affordable housing contribution levy for development in Central Sydney (3 per cent of the total residential floor area and 1 per cent of the total non-residential floor area) will not apply to the Precinct.

As noted above, the exhibited draft Design Guide provisions requiring an Affordable Housing Needs Assessment and Implementation Strategy to be prepared at the DA stage will be retained.

7.7.3 Diverse housing

Parties that raised this issue:		
DPE	CoS	University of Technology Sydney
Members of the public		

Issues raised in submissions

There was general support for a proportion of residential accommodation in Central Precinct to be diverse housing (i.e. seniors housing, key worker housing, build to rent etc). However, the CoS raised concern with the inclusion of build to rent housing within the total 15 percent of diverse housing, if it is at a market rent premium, suggesting that diverse housing should only include student housing, co-living, ageing in place, accessible, and mixed tenure housing.

Following the review of all the submissions made in relation to diverse housing, the DPE recommended TfNSW to:

- *"consider the percentage of diverse housing that may be delivered and outline what types of housing opportunities could be provided for."*

Advice received from governance and advisory bodies

The PRP issued post-exhibition advice on an alternative Indicative Reference Masterplan in relation to diverse housing, specifically noting that:

- *"the Panel recommend TfNSW explore opportunities to deliver social housing in the Precinct."*

Discussion and response

Following TfNSW's decision to increase the affordable housing target to 30 per cent in response to the feedback received, a diverse housing target is no longer proposed. Notwithstanding this, it is expected that future residential accommodation will support diverse housing.

In accordance with Chapter 3 of the SEPP (Housing) 2021, diverse housing uses include secondary dwellings, group homes, co-living and build-to-rent housing. Therefore, built-to-rent development is considered an appropriate residential typology that will contribute to the mix of future diverse housing mixed provided within Central Precinct. It is considered that the most likely diverse housing opportunities provided within the Precinct will comprise student housing, key workers housing and built-to-rent housing.

Outcome

A specific diverse housing target is no longer proposed.

7.8 Sustainability

7.8.1 Sustainability initiatives

Parties that raised this issue:		
CoS	GANSW	OneWifi and Infrastructure
Friends of Ultimo	Far West Redfern Dwellers	Members of the public

Issues raised in submissions

Submissions were generally supportive of initiatives to deliver environmentally sustainable outcomes for the Precinct, however there was a common desire to strengthen the sustainability ambitions of the Program.

CoS recommended a number of changes to the updated draft Design Guide in order to include specific sustainability objectives and guidance to optimise sustainability outcomes and allow for the delivery of Precinct wide sustainability systems in future development approval processes.. The GANSW submission similarly outlined that greater ambition should be shown in the sustainability guidance set out in the updated draft Design Guide. It was also requested that the updated draft Design Guide refers to the Natural Ventilation objectives in Part 4 of the ADG.

Discussion and response

An Addendum (refer to **Attachment 18**) to the Central Precinct Environmental Sustainability Study has been prepared by Introba and Atelier Ten. It directly responds to the relevant matters raised within the submissions received.

A key matter raised in submissions related to the adoption of enhanced sustainability ambitions, that demonstrate leadership, and which are supported by refined or additional provisions within the draft Design Guide to realise them.

The ultimate aim for the Program in terms of environmental sustainability, is for Central Precinct to be a 'world-leading' example of transport and urban precinct renewal, that incorporates best practice or emerging sustainable technologies, infrastructure and operations. The draft Design Guide has been prepared in a manner that reflects this, whereby as Central Precinct develops, future technologies or design solutions may become available, which can assist to exceed current policy targets and initiatives and can be easily implemented.

The Addendum also provides further advice relating to the delivery of Precinct wide, sustainability systems. This includes discussion relating to the nomination of responsible parties for delivering these systems, which was a key concern raised within submissions. As the Program is at the 'rezoning phase' of the planning lifecycle, the responsible parties who will deliver these systems cannot be identified with certainty at this rezoning stage due to the variety of ways that Central Precinct may be developed by the NSW government in conjunction with the private sector.

Outcome

Given the above considerations, the updated draft Design Guide (refer to **Attachment 8**) has been amended with strengthened and clearer provisions with respect to achieving higher ambitions related to environmental sustainability. Key amendments include:

- guidance and objectives to support future development to be delivered with net zero emissions to contribute the NSW Government's target of 70 per cent emission reductions by 2035 and net zero emissions by 2050
- provisions relating to a future electricity network
- requirements for future residential development to consider the natural ventilation, design guidance under Part 4 of the ADG
- additional guidance with respect to the delivery of an embedded network supplied with 100 per cent renewable energy, irrespective of it being delivered at a building or Precinct scale
- further guidance for the compiling and implementation of a Climate Risk and Adaption Plan for certain developments, using the applicable Green Star protocol
- provisions to ensure sufficient space is provided for buildings to accommodate enlarged and/or increased building services to respond to potential, future climate change scenarios
- further controls requiring future development applications to align with the City of Sydney circular economy policies.

7.8.2 Waste management

Parties that raised this issue:		
CoS	Environmental Protection Authority (EPA)	

Issues raised in submissions

The CoS submission advocated that the Program go beyond minimum-standard waste requirements; including innovative ways to achieve NSW and CoS targets and minimise waste to landfill and maximise resource recovery. This included general changes to objectives and guidance, as well as recommendations to contain targets that match or exceed those set by the NSW Government Waste and Sustainable Materials Strategy 2041 and the CoS Waste Strategy and Action.

The EPA submission supported the proposal's focus on waste management in the strategic planning stage of Precinct development by reference to the Circular Economy Policy Statement: Too Good to Waste (NSW Government, 2018). It was recommended that this focus be strengthened by amending the proposal's Sustainability Plan to reference and encourage the implementation of the Better Practice Guide for resource recovery in residential developments (EPA, 2019).

Discussion and response

An Addendum (refer to **Attachment 18**) to the Central Precinct Environmental Sustainability Study has been prepared by Introba and Atelier Ten. It directly responds to the relevant matters raised within the submissions received.

A key issue raised related to Central Precinct going above 'minimum standards' for waste management, and that 'best-practice' should be pursued to better align with NSW Government and CoS waste related policies and targets. In response, the Addendum includes additional clarification and guidance as follows:

- the master planning of Central Precinct makes provisions for a Precinct wide and centralised waste management strategy to be implemented, which includes shared infrastructure. The appropriate time for the realisation of this system would be at the detailed design (DA) and delivery phases once further investigations are carried out and exact uses have been confirmed.

Outcome

Given the above considerations, Section 12.10 of the updated draft Design Guide (refer to **Attachment 8**) has been amended to include provisions with respect to waste management and the circular economy. Key amendments include:

- updates to align with current versions of various National, State and local government waste management and circular economy policies, including the CoS 2017-2030 waste targets, NSW Government's 'Stage: 2021-2027' circular economy targets and the 'Circular design guidelines for the built environment'.
- additional objectives to:
 - incorporate well-designed, adequately sized and innovative waste and recycling facilities in buildings at the design stage

- minimise amenity impacts associated with waste storage, transfer and collection
- requirements for the Waste and Recycling Management Plans that are required to prepared to support future DA's
- further guidance for waste and recycling management systems.

Notwithstanding the above, the draft Design Guide also aligns with relevant independent third-party standards, that are continually updated to reflect global best practices and trends (e.g., Green Star and NABERS). Future development within Central Precinct will be required to consider updated versions of these standards to ensure the most up to date standards are at least being adhered to or exceeded.

7.9 Movement

7.9.1 Road network changes

Parties that raised this issue:		
Sydney Local Health District	Chippendale Community	Bicycle NSW
71-75 Regent Street Chippendale Strata Committee	GoGet	Far West Redfern Dwellers
61-65 Regent Street Chippendale Strata Committee	Action for Public Transport (N.S.W) Inc	Jen Retail Properties Ltd (Colston Budd Rogers & Kafes Pty Ltd)
Dexus Consortium	Members of the public	

Issues raised in submissions

A number of submissions raised concerns that future traffic generation would impact the current road network and proposed changes to the surrounding road network. Community submissions highlighted concern over vehicular traffic traversing through Prince Alfred Park along the proposed access road from Cleveland Street to the OSD deck and its impact on existing fig trees around this location.

The submissions from some government agencies and non-government organisations also recommended a number of different vehicular traffic measures for adoption within the Precinct.

The CoS submission raised concerns with the assumptions and transport modelling that have been used to inform the Transport Study. The submission also made recommendations relating to both the draft Design Guide and the Transport Study, suggesting changes to proposed road networks and traffic measures, as well as changes that would allow for alignment with broader transport policies and guidelines. The GANSW also raised that swept path analysis for emergency or service maintenance vehicles should be investigated to demonstrate that these can be accommodated by the street network.

Advice received from governance and advisory bodies

Advice was received from the PRP on 9 February 2023 regarding emergency services access, specifically providing recommendations that TfNSW provide a proof of concept for emergency service access, and the principles that underpin the emergency service access approach to ensure emergency service access can be suitably delivered.

Discussion and response

An updated Transport Strategy and Transport Impact Assessment (refer to **Attachment 17**) has been prepared by Arcadis. It directly responds to the relevant matters raised within submissions received. In addition, the Indicative Reference Masterplan has been updated in response to improve connections within and movement through Central Precinct.

Traffic generation

A key concern raised within the submissions related to traffic generation caused by Central Precinct and its associated impacts on the surrounding road network.

Based on the modelling and analysis undertaken, it has been found that the road network in 2036 (post development of Central Precinct) is expected to have similar traffic conditions to what was observed in 2019.

This includes the continuation of impacts to key intersections surrounding Central Station, in addition to traffic queues anticipated along portions of Eddy Avenue, Pitt, George and Lee Streets during the AM peak. In addition, the PM peak is also anticipated to experience elevated levels of traffic congestion around the periphery of Central Precinct, including at the intersections of Regent and Cleveland Streets and Elizabeth Street and Eddy Avenue.

Despite the above, it has been found that a modest level of traffic is expected to be generated by the development of Central Precinct, which would have a negligible impact on the wider road network. In support of this, specific measures are proposed to minimise private vehicle access to and from Central Precinct. This has been driven by a sustainable and best practice approach to transport planning, which is supported in the updated draft Design Guide, including:

- implementation of a target mode share that elevates active and sustainable transport modes, including public transport, cycling and walking, to support a 'car-free Precinct'. The Precinct's excellent access to multiple and frequent public transport options, including heavy rail, future metro rail, light rail and buses; the target mode share is considered crucial in reducing and discouraging private vehicle access/trips to and from Central Precinct
- as detailed further in **Section 7.9.3**, reduced car parking rates are proposed to constrain parking provision and ultimately discourage private vehicle access to Central Precinct. It is noted these reduced rates, which are expressed as maximums and reflect the CoS parking provisions under their LEP, have been supported by several submissions
- provision of integrated loading facilities to contain deliveries, waste management and servicing demand, in conjunction with demand management techniques to control delivery movements to lessen impacts on the road and pedestrian network. These integrated facilities will reduce the need for multiple/individual loading docks throughout Central Precinct and will be discreetly located to reduce their impacts on pedestrians and the public realm
- provision of designated point to point locations throughout the Precinct, that marry up with key movement corridors. These locations can support a potential, future autonomous vehicle route on the OSD deck to service 'last-mile' drop off and pick up activities. In addition, these locations will support the effective operation of taxi and rideshare operators servicing Central Precinct.

Changes to the surrounding road network

The development of Central Precinct does not propose any changes to the surrounding, existing road network. However, it has been identified that several supporting initiatives, outside the scope of Central Precinct's development, have the potential to improve existing traffic and pedestrian conditions outside its boundaries. These will provide positive benefits to future occupiers of and visitors to Central Precinct. These opportunities include:

- the reprioritisation of key streets to provide additional space for pedestrians
- improvements to increase pedestrian capacity along key streets and at key intersections
- wider footpaths
- reallocation of road space to cater for moving and waiting pedestrians at key junctions
- prioritisation of bus and light rail movements at key intersections
- future investigation of opportunities for a coach terminal facility to be located outside the Central Precinct
- reallocation of road space to support the modal hierarchy proposed for Central Precinct.

Emergency and service vehicles access

Private vehicles will not access Central Precinct through Prince Alfred Park. Vehicle access through Prince Alfred Park will be limited to emergency and service vehicles only. Due to the proposed scale, extent and anticipated population of Central Precinct, it is appropriate for multiple access points be provided to it to accommodate emergency and service vehicles.

An indicative and dedicated route is proposed from Cleveland Street over a bridge leading to the OSD deck. Its precise location and design will be refined prior to the Development Application stage to avoid potential impacts to the existing fig trees located within Prince Alfred Park. Once emergency service vehicles enter the OSD deck, they can appropriately locate and access the proposed buildings, which are proposed to address Central Avenue.

Agency submissions also requested that a 'proof of concept' be submitted to demonstrate suitable access for and accommodation of emergency services vehicles. As Central Precinct is at the rezoning phase of the planning lifecycle, providing a proof of concept is not considered necessary at this time.

Despite the above, a comprehensive service access strategy has been developed that includes suitable principles to support future access for emergency services (and service vehicles) to the OSD deck. The principles proposed identify key entry/exit points, dedicated paths of travel, nomination of sufficient widths and identification of suitable turn around areas to enable fire brigade and ambulance access within Central Precinct. This service access strategy confirms that the concept can support emergency and service vehicle access to the OSD and is considered to be sufficient for the current proposal, which only seeks to amend the planning controls at this stage (i.e., approval is not being sought for detailed design or any physical works).

Vehicular traffic measures for adoption within the Precinct

Revisions to vehicular traffic design and measures has been undertaken in response to feedback received within submissions. This includes a key amendment to the original scheme, being the removal of the Eastern Colonnade. Further, the OSD deck will be primarily a

pedestrian only environment, with limited and controlled access provided to emergency and service vehicles along Central Avenue.

Assumptions and transport modelling

As part of updates to the Transport Strategy, additional modelling has been undertaken in response to submissions received. This included a 'no-development scenario' model for the year 2036. This allows for a better understanding of impacts attributed to Central Precinct from a transport impact perspective. In addition, the updated Strategy adopts the TfNSW Walking Space Guide to determine consideration for further interventions to the pedestrian network.

Another key matter raised within the submissions related to the utilisation of pedestrian and traffic survey data (both pre and post covid), which has been responded to within the updated Strategy. Further, concern was raised relating to the use of alternative trip generation rates opposed to the RMS/TfNSW standard rates. Due to the RMS/TfNSW rates not covering all proposed land uses proposed within Central Precinct, a more comprehensive database was required. As such, the 'TRICS' database was implemented, which provided a more holistic approach in terms of determining overall trip generation.

The Sydney Transport Model in the development of future year forecasts was also utilised. This was to capture the resulting pedestrian and transport demands caused by external, major city shaping/transport projects.

Outcome

Based on the above responses, minor changes have been made to the draft Design Guide to reflect the updated recommendations of the Transport Impact Assessment (refer to **Attachment 17**) prepared by Arcadis.

7.9.2 Pedestrian and cycling connections

Parties that raised this issue:		
DPE	CoS	GANSW
Chippendale Community	Bicycle NSW	Monsgrove Developers
Far West Redfern Dwellers	University of Technology Sydney	Action for Public Transport (N.S.W) Inc
Australian Railway Historical Society (NSW)	Dexus Consortium	Members of the public

Issues raised in submissions

Submissions in general recognised the opportunity for Central Precinct to improve pedestrian and cycling connections within the Precinct and to adjacent areas. A broad range of suggestions were also received for additional pedestrian and cycling connections to improve connectivity through the Precinct.

The Bicycle NSW submission identified concerns surrounding the Precinct's accessibility for cyclists and the lack of proposed bicycle infrastructure. The submission raised that the proposal needs to adopt greater opportunities for ramp access to the OSD deck, clearer east-west linkages through the Precinct, adopt a cycle network that encourages cycling across the OSD, and more bike hubs in locations that are closer to the railway platforms.

Some government agency submissions suggested increases to the width of proposed pedestrian connections. The CoS submission asserted the need for at least one more pedestrian connection, with its location informed by pedestrian movement demand modelling.

They also requested changes to the draft Design Guide and transport study to include further detail or clarifications on pedestrian and cycling connections, as well as requesting that universal access is achieved for all public spaces. The CoS submission raised a number of concerns regarding the modelling and assumptions made in relation to pedestrian movement.

Following a review of the submissions, the DPE recommended to TfNSW that the Transport Study and Transport Impact Assessment be updated to include pedestrian modelling that was not available at the time of the exhibition. It was requested that the RtS include this more detailed modelling and analysis and inform any amendments to the proposal. The DPE also recommended that TfNSW:

- *“review the location and width of the north-south and east-west connections, including but not limited to:*
 - *considering options to widen Central Avenue and create a consistent width for the full length of Central Avenue*
 - *considering the Lee Street link to improve connection to the George Street bridge and Regent Street”*
- *“review the future cycling network including viable options for links north-south and east-west and cyclist use of the Goods Line.”*

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice in relation to pedestrian connections and the function of different components of the proposed alternative Indicative Reference Masterplan including:

- *“review the extent and character of all laneways and links as a number of these are too narrow and, together with poor legibility and connectivity, will discourage pedestrian use and further exacerbate the obstacle of level changes with the surrounding context”*
- *“review all links into the Precinct to ensure seamless visual and physical connectivity into and from adjacent streets and neighbourhoods. Consider alignment, width and where necessary, envelope changes to achieve this – particularly for the most critical external links at Regent Street, Cleveland Street, Prince Alfred Park, Devonshire Street and Railway Square”*
- *“expand the internal laneway network to create additional fine grain links and provide greater built form variation”*
- *“review the internal laneway network to avoid dead-ends, maximise connectivity, provide alternative paths of travel and high-quality spatial character”*
- *“generally, widen all east-west laneways to improve their spatial quality and generate greater visual permeability throughout the Precinct.”*

Advice was also received from the PRP on 9 February 2023 regarding the pedestrian connections proposed in Central Precinct, including the following recommendations:

- *“demonstrate that pedestrian movement and wayfinding is suitable, particularly the transition from Central Square to the OSD deck level”*
- *“review the elevated walkway at RL21 across the future Central Square to minimise its width.”*

Discussion and response

As part of refinements to the Indicative Reference Masterplan in response to submissions received, the revised Urban Design Framework (refer to **Attachment 2**) has been updated to respond to key concerns relating to pedestrian and cycling connections. Further updates in the Transport Impact Assessment (**Attachment 17**) to include additional pedestrian modelling and analysis to support the proposed refinements to the Central Precinct pedestrian and cycling network have also been completed.

Improvement of connections through the Precinct to surrounding areas

The active transport and cycling network proposed to service the Central Precinct has been designed to provide an appropriate balance of through routes to connect to surrounding neighbourhoods. This is in addition to internal connections providing access to Central Station and through the OSD deck.

Due to the difficulty in building over rail lines, managing steep level differences and the presence of significant heritage assets/buildings; providing additional through connections for cyclists within Central Precinct is constrained. Notwithstanding, the exploration of utilising the Goods Line extension and the Devonshire Tunnel were considered as 'commuter' cycling links. Although, it was found that the connection/interface between these links with the proposed plazas and public domain was not conducive to support their use as 'high-speed' cycling links.

Despite the above, the revised Indicative Reference Masterplan and supporting revised Urban Design Framework provide several links that will be appropriately designed to support the commuter and recreational cycle network and to provide entry and exit points to the OSD deck. Some of these key cycling related design moves include:

- separated cycleway along Regent Street via the Southern Active Loop
- shared pedestrian/cycle path through Chalmers Street and George Street
- integration with existing cycle lanes/low traffic streets on Devonshire, Meagher, Myrtle and Quay Streets
- provision of key on grade cycle entry/exit points to the OSD deck at the George Street and Prince Alfred Park Bridges.

Goods Line extension

The local cycling network was reviewed to determine opportunities for improved cycling connections to and through Central Precinct. This exercise has identified an extension to the existing Goods Line, which can act as a local access route for cyclists. In addition, Railway Colonnade Drive, which provides access into the Precinct from the north at Hay Street, has also been identified as another potential local access route, to supplement the previously proposed, local access routes servicing the OSD deck.

Pedestrian connections, spaces and experience

A comprehensive review was undertaken post exhibition of the proposed pedestrian network servicing Central Precinct. This has resulted in refinements to the Indicative Reference Masterplan and supporting revised Urban Design Framework.

A key refinement includes amendments to the width of Central Avenue of between 15m-24m to a consistent 18m width. This consistency will ensure improved movement and wayfinding

outcomes, particularly for pedestrians. In addition, the introduction of Devonshire Square will act as a key junction and entry point to Central Walk, supporting pedestrian movement, connection and amenity outcomes.

Refinements have also occurred to the OSD deck, including the introduction of additional laneways and through site links to create breaks within podiums as well as improve access to certain buildings that adopt a more pedestrian friendly scale.

The design of the Regent Street link has been refined, which includes the lowering of the podium servicing the Regent Street sidings to align with the OSD deck to improve both physical and visual connections.

The design of Central Square and its connecting elevated walkway at RL21 has been reviewed as part of updates to the Indicative Reference Masterplan. It is acknowledged that the dimension of the walkway is indicative at this point and will be considered further during the future detailed design of Central Square. Its ultimate width will be suitably dimensioned to allow for ease of movement for pedestrians to achieve suitable placemaking and activation outcomes.

The pedestrian and cycling connections proposed can provide universal access for everyone. These details will be worked through at detailed design stage and during the preparation of future Development Applications.

Overall, the above refinements will assist to improve way finding, access, legibility and the overall pedestrian experience within Central Precinct.

Pedestrian modelling updates

As discussed under **Section 7.9.2**, further pedestrian modelling has been undertaken as part of the updated Transport Strategy. This has been carried out in direct response to concerns raised in key agency submissions. The updated modelling adopts the Walk Space Guide, as the trigger relating to whether further intervention will be needed. This is supplementary to the use of the Fruin 'footpath' Level of Service (LOS) Criteria in certain instances.

Overall, the findings of the pedestrian modelling confirm that:

- the majority of pedestrian and cyclist demand generated within Central Precinct would be due to Central Station, and not the development of Central Precinct
- the impact of the Central Precinct development is only a minor addition to impacts on three (3) key intersections
- pedestrian impacts on the OSD deck are acceptable.

While the footpaths across the Precinct generally operate at a Fruin LOS 'C' or better, the Walking Space Guide assessment highlights where growth in pedestrian demand may lead to undesirable amenity outcomes at the southern side of George Street, midblock between Harris St and Quay Street south (LOS E) and the northern side of Eddy Avenue, adjacent to Bus Stand B (LOS E). Most of the locations identified should be considered for road space reallocation in line with the TfNSW Road Space Allocation Policy and Procedure.

The updated Transport Strategy notes that pedestrian demands are in flux, with various changing factors that would impact on demand. Monitoring and surveying of the transport

environment is necessary to ensure additional pedestrian upgrades are implemented as necessary to support the development of Central Precinct into the future.

Outcome

Given the above considerations, Section 7.12 of the updated draft Design Guide (refer to **Attachment 8**) has been amended to provide strengthened and clearer provisions where relevant to support ease of movement within and through Central Precinct, particularly for pedestrians and cyclists. Key amendments include:

- provisions to ensure that the Precinct is to deliver a direct, step-free route suitable to be part of the regional cycling network from George Street south cycleway to Regent Street
- further guidance for the Precinct to deliver a connection between the OSD deck and the Goods Line for people cycling.

7.9.3 Car parking

Parties that raised this issue:		
Sydney Local Health District	Chippendale Community	Bicycle NSW
61-65 Regent Street Chippendale Strata Committee	Action for Public Transport (N.S.W) Inc	Members of the public

Issues raised in submissions

There was general support for reducing off-street parking provision as part of any future development of Central Precinct. Despite this, submissions also raised concern that reduced off-street parking will likely impact on-street car parking within the area.

GoGet also recommended car share space ratios to be based on number of residential dwellings, rather than a proportion of car parking spaces to better reflect the demand that would be generated for car share services. Other recommendations on car share provisions in the updated draft Design Guide were also provided by GoGet.

Discussion and response

It is envisaged that Central Precinct will become a ‘car-free’ Precinct, which is supported by its modal hierarchy that prioritises active and public transport use. Car use and associated car parking provision is given the lowest priority in terms of this hierarchy.

An adoption of the maximum car parking rates under the SLEP 2012 is proposed within the updated draft Design Guide. Their adoption seeks to discourage the provision of private car parking. However, the amount of car parking allowable under these maximum rates, approximately 3,105, would likely not be provided.

Car parking is proposed in line with the proposed modal share/hierarchy, which aligns with the ambition of Central Precinct to become a ‘car-free’ Precinct. This includes a total of 377 car parking spaces being proposed to be provided across the Precinct, which sufficiently caters for the uses/quantum of GFA proposed. As such, impacts to the surrounding and existing on-street car parking offering by the development is likely to be negligible due to the deliberate constraining/limiting of car parking.

The provision of car share spaces within Central Precinct would support the aim of reducing private vehicle use. Notwithstanding requests that the provision of car share spaces be tied to

the total amount of residential dwellings proposed, it is recommended that a minimum requirement of one car share space per 25 off-street spaces be provided to service the Precinct.

It is considered the above rate should be sufficient to support and encourage car-share use by users/occupants of Central Precinct relative to its scale and proposed uses. It noted that this rate is more ambitious and yields more spaces when compared to the current SDCP 2012 rate (1 car share space per 50 off-street spaces).

Outcome

Given the above considerations, parking rates in the revised draft Design Guide (**Attachment 8**) maintains the provision for on-site car parking to be provided in accordance with the rates in the Sydney LEP 2012.

7.10 Infrastructure schedule

Parties that raised this issue:		
CoS	Urban Taskforce Australia	University of Technology Sydney
Friends of Ultimo		

Issues raised in submissions

The CoS submission disagreed with the intention to deliver local infrastructure contributions through a planning agreement, asserting that local contributions should be payable under the Central Sydney Development Contributions Plan 2020. The CoS have also outlined concerns with the nominated local infrastructure items set out within the infrastructure schedule, which is echoed in the Friends of Ultimo submission. To address this concern, the CoS recommended that TfNSW develop the revised local infrastructure schedule in close consultation with the CoS. Urban Taskforce Australia also recommended that TfNSW, DPE and the CoS constructively negotiate a positive resolution to this matter.

Discussion and response

In response to public exhibition, TfNSW undertook further work on infrastructure provision and contributions for Central Precinct. Following a detailed review of the proposed infrastructure works, TfNSW is satisfied that many of the proposed infrastructure items in the draft infrastructure schedule can reasonably be considered local infrastructure, principally as they are:

- infrastructure items that serve the cumulative local infrastructure needs of multiple developments. For instance, parks, recreation centres and community facilities and other types of social infrastructure typically serve multiple developments rather than single developments
- infrastructure items that provide a wider community benefit, and which are beyond the minimum necessary enabling works, or that address existing provision shortfalls, or that provide a net additional community benefit in addition to serving the development’s needs
- infrastructure items that are likely to reduce pressure on council to provide facilities included in the contributions plan.

Taking into consideration the outcomes of this further analysis TfNSW is continuing discussions with CoS with a view to entering into planning agreement for agreed infrastructure items. It is intended that the local infrastructure items contained within the planning agreement with CoS would offset any local development contributions that would otherwise be incurred by new development within the Precinct.

Local Infrastructure

Further discussions have been held with the CoS and DPE with regards to infrastructure provision and contributions since the Central Precinct SSP was publicly exhibited in 2022. In response to these discussions TfNSW is proposing to enter a Planning Agreement with CoS to secure the delivery of the following items that TfNSW consider to be local infrastructure:

- the construction and delivery of Central Square, being the area identified as the Western Forecourt, with a minimum area of 7,000 square metres
- closure of Lee Street and integration into Central Square (Lee Street component)
- monetary contribution for the renewal and upgrade of Railway Square to enable its integration into the future Central Square
- the construction and delivery of Mortuary Station Gardens as a new public open space, with a minimum area of 6,500 square metres
- the extension and completion of the Goods Line from its current termination point at George Street through to the new Mortuary Station Gardens area
- the construction and delivery of a new indoor sports facility within the future Prince Alfred Sidings Sub-precinct
- the construction and delivery of a new integrated community facility on the OSD, with a minimum gross floor area of 4,000 square metres.

Discussions on the above items are currently ongoing with CoS and DPE. It is TfNSW's intention that a Planning Agreement be formalised for the agreed local infrastructure items prior to finalisation and gazettal of the SEPP Amendments for the Central Precinct SSP.

Other Infrastructure

In addition to local infrastructure, Central Precinct will also deliver a suite of other infrastructure items that include:

- construction and delivery of a new network of key public domain areas on the OSD, including:
 - Central Green with a minimum area of 6,200 square metres
 - Devonshire Square with a minimum area of 3,600 square metres
 - Southern Plaza with a minimum area of 4,700 square metres
 - Central Avenue, with a minimum width of 18m, extending the length of the Precinct and connecting the three new public spaces
- construction and delivery of a 400 square metre publicly accessible tech lounge within the Precinct, which will provide opportunities for members of the public to meet, socialise and

engage, as well as provide a place of convergence and gathering within the broader Tech Central

- construction and delivery of a 400 square metre social and health services hub
- construction and delivery of a 1,000 square metre Indigenous Community and Cultural Space
- construction and delivery of three (3) new pedestrian bridges, these being the Devonshire Link Bridge (north), the Prince Alfred Park Bridge (centre), and the George Street Redfern Bridge (south).

While the above are not proposed as local infrastructure, it is important to recognise that they will still provide a significant material public benefit to the local community, including improved pedestrian connectivity across the Precinct, access to new services and facilities, improved local amenities, and an overall improved quality of life.

Delivery of these enabling infrastructure items is proposed to be secured through the future planning controls for Central Precinct in combination with a planning agreement with the Minister for Planning and Public Spaces if considered necessary.

Outcome

Based on the above, TfNSW will seek to enter into a Planning Agreement with CoS for key local infrastructure items that will be delivered by the Precinct, and agreed prior to finalisation of the Central Precinct SSP rezoning.

All other infrastructure items will be secured via a combination of the proposed future planning controls for Central Precinct in combination with a planning agreement with the Minister for Planning and Public Spaces if considered necessary by DPE.

7.11 Deck and rail services

Parties that raised this issue:		
CoS	GANSW	Action for Public Transport (N.S.W) Inc
National Trust	Transport Heritage NSW	Australian Railway Historical Society (NSW)
Chippendale Community	Blue Mountains Association of Cultural Heritage Organisations Inc	Members of the public

Issues raised in submissions

Submissions raised concerns surrounding enclosing the platforms beneath the OSD deck, and the resultant impacts this would have on the operation of heritage steam trains. The CoS specifically recommended that TfNSW demonstrate that the capacity and flexibility of rail services is protected into the future. As a result of these submissions, the DPE recommended a response be provided in relation to the concerns raised in submissions about the ongoing use of Central Station for heritage trains.

The submissions from some government agencies, non-government agencies, and the general public also expressed concerns regarding the platforms being covered and the detriment this would be to the experience of passengers within Central Station by limiting daylight and ventilation.

The CoS also highlighted that rail servicing infrastructure such as ventilation shafts will be required from track level upwards through the OSD deck. The locations of these were not determined and not included in the current proposal, which was considered to pose a risk at the public realm, detracting from the quality of the streets and open spaces.

Advice received from governance and advisory bodies

The SDRP issued post-exhibition advice on a revised Indicative Reference Masterplan, in relation to the proposed amenity of the railway platforms, advice that specifically encouraged:

- *“the opportunity to provide skylights to improve the platform experience. This approach be guided by clear objectives to inform their optimum size, distribution, and location to ensure the quality of light is intentional, and to avoid unintended impacts on the quality of the public domain of the OSD.”*

Discussion and response

Heritage trains

As noted above in **Section 7.2.1** the revised Indicative Reference Masterplan enables the ongoing use of Central station for steam and diesel locomotives, which would use platforms 13 and 14.

Following the feedback received, the revised Indicative Reference Masterplan allows for natural light and ventilation through the platform environment as follows:

- along the western edge adjacent Platform 1
- above the express pedestrian link connecting the OSD to Central Walk
- along most of the OSD deck’s northern edge at the entrance to the platform environment from the expanded Grand Concourse
- along the eastern edge of OSD, adjacent existing suburban rail lines
- opportunity for a series of skylights disbursed throughout the OSD deck.

The future development of the OSD deck will likely be completed through a State Significant Infrastructure process where these detailed design features will be further confirmed.

To address the CoS’s concerns relating to rail servicing infrastructure, the location of exhausts and servicing infrastructure associated with rail corridor operations will be located below the OSD deck to align with building footprints to avoid the need for risers and vents within the public realm, subject to design feasibility. Servicing and infrastructure are accommodated in specific zones that do not interfere with zones to support tree planting and landscaping.

Outcome

Based on the above, no further change is proposed.

7.12 Public art

Parties that raised this issue:		
CoS	Members of the public	

Issues raised in submissions

The CoS has reviewed the Public Art Strategy and endorsed the proposed provision of public art, which will be critical to contributing to the character of the place and supporting culture. In reference to the proposed Public Art Strategy, the CoS raised the following points:

- clarity as to which of three funding options is being proposed – Government funded, privately funded, or a combination of both
- the Strategy suggests multiple artworks, including multiple landmark artworks in a single Precinct, and a complex process to achieve them. This contrasts with an approach where a few key projects are prioritised, with an adequate budget to achieve them at high quality
- lacks a clear rationale for the development and prioritisation of work. It lacks detail on future phases of work, how various framework curators will be engaged and how they will coordinate with privately engaged curators for individual work
- the Strategy indicates that curators will also assist with the fulfilment of various Connecting with Country and heritage interpretation projects but lacks detail on how that will be facilitated.

The CoS also recommended a developer-funded mechanism, managed by a single authority (TfNSW/TAHE or equivalent) that would allow for the pooling of funds, ensuring a holistic place management approach with oversight of the consultation, planning, delivery, and maintenance of artworks, and addressing the public space in ways that transcend development site boundaries.

Discussion and response

Following the submissions received during exhibition, an updated Public Art Strategy has been prepared by Cultural Capital (**Attachment 4**).

The revised public art strategy outlines the NSW Government as the landowner and development lead and specifies that the NSW Government will co-ordinate and manage the implementation of public art throughout the Precinct and engage with all the relevant stakeholders. A funding program for public art for Central Precinct will be delivered through capital costs for permanent works and annual program funding for temporary works and activation. A minimum capital allocation of 1.5 per cent for permanent works will be established for the Precinct. As the landowner and development lead, the NSW Government will also determine the extent of Developer contributions, and the Activation Levy.

The scope of this Public Art Strategy includes Indicative Project Phasing. The level of detail will be developed in subsequent Public Art Plans, concurrent with development phases. Individual public art plans will be required for specific sites. The Governance Model chart indicates consultation with an Arts Advisory Panel. It is recommended an Arts Advisory Panel be established to endorse public art plans and public artworks ensuring cohesion, best practice procurement and governance. In addition, a Lead Public Art Consultant or Curatorial Team could carry the overarching curatorial vision for the entire Precinct.

The revised Public Art Strategy details Indicative Project Phases for the procurement of public art. As indicated in Phase 2 ‘Prepare Public Art Plan’, the Public Art Consultant will consult with connecting with Country and Heritage Consultants in collaborative workshops. For the commissioning of integrated artworks in Phase 3, it is recommended that collaborative workshops between Artists, Project Design Teams, connecting with Country and Heritage Consultants are undertaken in this phase.

Outcome

Based on the above considerations, no further change is proposed.

7.13 Ownership and management of publicly accessible spaces

Parties that raised this issue:		
CoS	Chippendale Community	Members of the public

Issues raised in submissions

The CoS raised their view that public land should remain in public ownership to serve public interests now and in the future and will be important to retain control of and access to state significant infrastructure, namely the station and rail lines. The CoS sought reassurance that the 24ha of land within Central Precinct will remain in public ownership.

Submissions from the community and the CoS also highlighted that as new streets and open spaces created within the development are proposed to be publicly accessible, privately owned spaces, it would be important that the on-going governance and management of the spaces is considered. It is key that the agency charged with maintaining the space has sufficient resources and experience in public space management.

The CoS also opposed the proposed Codes SEPP amendments to enable temporary events in the public space without the need to obtain a development consent (pp 65-66). It was considered that if this SEPP amendment were enacted, the CoS would not be able to ensure appropriate governance of public spaces, and it runs the risk of public space becoming commercialised.

Discussion and response

The ownership of the OSD deck will remain under TfNSW ownership, with long term leaseholds of airspace above the rail corridor that will not impact rail operations.

Clause 2.125 and Clause 2.126 of the Codes SEPP (Exempt and Complying) 2008 allows for temporary events as exempt development subject to compliance with the development standards. Utilisation of the Codes SEPP has been successfully implemented across public spaces of other Precincts, including Circular Quay, The Rocks, Darling Harbour, and Barangaroo. This has allowed for community events to be held in these Precincts and continues to demonstrate that these events can be held without undermining the primary function of public spaces. Accommodating temporary events across Central Precinct will also be very important in supporting activation which aligns with its desired role within Tech Central.

It is considered that the application of this provision to Central Precinct will extend these opportunities to support temporary events and increase activation that aligns with the Precinct’s desired role within Tech Central District.

Outcome

Based on the above, no further change is proposed.

7.14 Homelessness

Parties that raised this issue:		
CoS	Members of the public	

Issues raised in submissions

Submissions from the CoS and the community highlighted need to better support for people experiencing homelessness and recognised Central Station’s strong historical and ongoing relevance for people sleeping rough. The CoS’s submission advised that the design and management of the Central Precinct considers these factors, including the NSW Protocol for Homeless People in Public Spaces (NSW 2022) and that the needs and rights of rough sleepers are considered in the design and ongoing management in construction and occupation phases.

Discussion and response

It is acknowledged that the area around Central Station has historical associations with people experiencing homelessness and those sleeping rough. This is a complex topic that requires a sensitive and nuanced response. As such, it is most appropriately addressed in the subsequent DA process.

Outcome

Based on the above considerations, section 16.5 of the updated draft Design Guide has been amended to make reference to the ‘Protocol for homeless people in public places’ (FACS, 2022).

While it is noted that this protocol focusses on the management of people, this will assist TfNSW in working proponents to investigate ways in which design, and in particular of public spaces, may appropriately support people experiencing homelessness and those sleeping rough.

It is noted that there is opportunity to consider allocating office space and aspects of community facilities proposed for the Precinct for services that support a wide range of people, including those experiencing homelessness and those sleeping rough.

8. The amended rezoning proposal

8.1 The planning framework

Based on the feedback and responses outlined this Response to Submissions report and changes to proposal, a suite of updates has been made to the proposed planning framework for Central Precinct.

An overview of the key changes is described below and detailed in an updated Explanation of Intended Effect prepared as part of this RTS at **Attachment 7**.

8.1.1 Key updates to proposed amendments to the Sydney LEP 2012

As part of exhibited SSP Study, the proposed planning framework for Central Precinct included new statutory planning controls within Sydney LEP 2012. The proposed amendments to land use zones, maximum building height, floor space ratios and a range of site-specific provisions for the Precinct include:

- land zoning changes to align with the revised extent of the OSD deck and proposed public spaces
- updates to height of buildings, including the adoption of the 'Area 3' height limit for development blocks in the Precinct (cl 6.17 sun access plane provision to still apply)
Note: lower building heights for fine grain buildings along Central Avenue remain
- updates to the mapped floor space ratios
- adopting a 10 per cent Design Excellence bonus which is to be factored into the revised FSRs and inclusion of a Design Excellence clause in the Precinct specific LEP provisions
- increasing the minimum affordable housing provision to 30 per cent of floor area intended to be used for residential purposes
- providing certainty on the permissibility of kiosks on the proposed pedestrian bridges
- removal of proposed mapped publicly accessible spaces.

8.1.2 Key updates to proposed amendments to the State Environmental Planning Policies

As part of exhibited SSP Study, amendments were proposed to several State environmental planning policies which sought to support the outcomes intended to be achieved for Central Precinct. These amendments included:

- SEPP (Planning Systems) 2021 – proposed to declare development within Central Precinct with a CIV of more than \$30 million as State significant development
- SEPP (Exempt and Complying) 2008 - proposed to apply Clauses 2.125 and 2.126 to allow for temporary events to be undertaken in the public domain as exempt development subject to compliance with the development standards
- SEPP (Transport and Infrastructure) 2021 – proposed to apply Chapter 2, Part 2.3, Division 11, clauses 2.69-2.70) to enable public authorities to undertake certain works as exempt

development (e.g. roads, cycleways, pedestrian bridges, lighting, amenity facilities, Christmas trees etc.).

These amendments remain unchanged as part of the proposed planning framework.

Amendment to SEPP (Industry and Employment) 2021

In addition to the above, an amendment to the SEPP (Industry and Employment) 2021 is proposed to ensure the permissibility of the display of advertisements within the Precinct. Currently, section 3.8 of the SEPP (Industry and Employment) 2021 prohibits the display of an advertisement in a heritage area (excluding railway stations). As the Precinct is a heritage item (Central Railway Station group) and any future development would not form part of the railway station, this would prohibit the display of advertisement within the Precinct. The amendment sought aims to ensure this prohibition does not apply to the Central Precinct. A development application will still be required for any proposed signage within the Precinct.

8.1.3 Key updates to Central Precinct draft Design Guide

The Central Precinct draft Design Guide has undergone a review based on the feedback received during the exhibition and to reflect changes to the proposal. The updates to the draft Design Guide have aimed to address the following:

- updates to reflect changes made to the Urban Design Framework
- updates that are informed by technical consultants and their responses to key technical matters raised during the exhibition (e.g. green infrastructure, sustainability and waste management, social infrastructure, transport etc.)
- ensuring a line-of-sight between overarching objectives and topic-related objectives throughout the draft Design Guide
- a review of language used to avoid non-committal language for certain provisions (e.g. sustainability)
- confirming a consistent approach to referencing key studies/strategies that have informed the SSP Study (e.g. Connecting with Country Framework etc.)
- general minor amendments.

An updated version of the draft Design Guide has been provided as part of the RTS package at **Attachment 8**.

9. Next steps

This Response to Submissions Report has been prepared by Transport for NSW to address the issues raised as a result of the public exhibition of the Central Precinct SSP Study. Transport for NSW has reviewed the issues raised as part of submissions received and has updated the proposal where considered necessary to respond to the matters raised.

DPE will now consider all submissions and community feedback as well as this Response to Submissions Report and will undertake its assessment of the amended proposal. The DPE will then prepare a finalisation package which will be sent to the Minister for Planning to consider approving the rezoning application.

If approved, the proposed amendments to the planning controls will be included into the Sydney LEP 2012, and subsequent development applications will be assessed by the relevant planning authority using the new planning controls.

Further information and updates are available on the TfNSW website at Central Precinct Renewal Program.

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