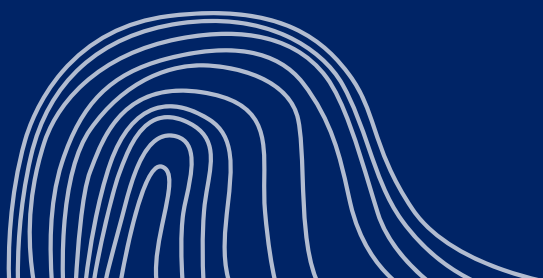


# Central Precinct Renewal Program

Population and demographics

July 2023

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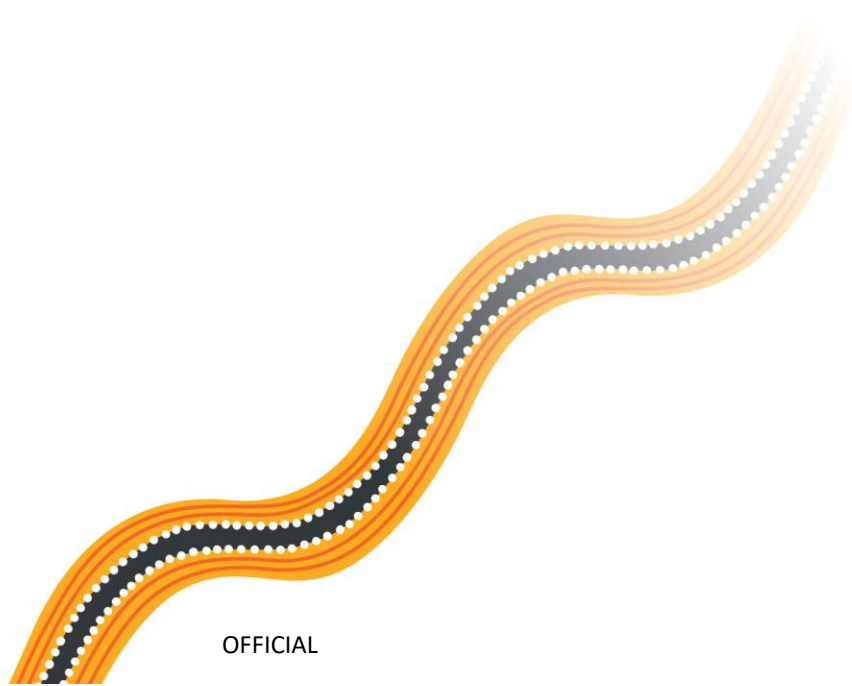


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## Acknowledgement of Country

We respectfully acknowledge the Traditional Custodians of the Central Precinct, the Gadigal and recognise the importance of the 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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## Versions

Version	Amendment notes
1.0	Final for CPRP Public Exhibition 2022
2.0	Response to Submissions 2023
3.0	Issued to TfNSW for Review – Standard text updated
4.0	Final

# 1. Abbreviations

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



## 2. Definitions

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

Term	Definition
Community	Particular types of stakeholder and refers to groups of people in particular places who are both affected by our work and experience the outcomes and benefits of our activities
Control	A numerical standard that is applied in a prescriptive manner
Corridor	A broad, linear geographical area between places
Council	The City of Sydney Council
Customer interface	The point at which transport services interact with their customer
Customers	Those who use transport networks and services. They include car drivers, heavy vehicle operators, public transport and point to point passengers, pedestrians, cyclists and freight and goods providers
Department	The Department of Planning and Environment
Determination	The approval made in accordance with the <i>Environmental Planning and Assessment (EP&amp;A) Act 1979</i> . In relation to Central Precinct SSP, a determination will be made by the Minister for Planning and Public Spaces
Devonshire Street Tunnel	The official name of the pedestrian tunnel connecting Chalmers and Lee Streets
District Plan	means the Eastern City District Plan
Future Transport Strategy	Transport for NSW's approach to planning transport and engaging customers, to address future technological, economic and social changes. Future Transport Strategy comprises two focus areas – planning ('Future Transport Planning') and technology ('Future Transport Technology' and 'Technology Roadmap')
Gateway	Cities that provide state level services and facilities to support a broad population catchment while also having international connections through their cities airport and/or port.
Goods Line	The official name for the partly elevated walkway from Central Station to Darling Harbour following the route of a disused railway line
Grand Concourse	Part of Central Station
Greater Sydney's Green Grid	The link between parks, open spaces, bushland and walking and cycling paths
Interchange	A facility to transfer from one mode of transport or one transport service to another. For example, a station with an adjoining light rail stop
Local streets	Places that are part of the fabric of suburban neighbourhoods where we live our lives and facilitate local community access
Merit based assessment	An assessment of a matter that allows for reasonable flexibility to consider a range of possible solutions

Term	Definition
Minister	The Minister for Planning
Mixed-use	A building or area containing more than one type of land use
Mobility	The ability to move or be moved easily and without constraints
Mortuary Station	The building formerly used as a railway station on the Rookwood Cemetery railway line, now disused
NABERS	A national rating system that measures the environmental performance of Australian buildings and tenancies
Objective	A statement of a desired future outcome, generally expressed in a qualitative manner that enables merit based assessment
Over rail corridor development or Over Station Development	Development of air space over railway corridors
Place	An intersection of transport infrastructure with social infrastructure and commercial activity. These are the areas within and around transit stops where people live and commute. Places can be created as an outcome of Placemaking
Placemaking	Scoping and delivering places for the community, beyond the immediate transport infrastructure. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe
Planning instrument	Means any of the following: <ul style="list-style-type: none"> <li>• strategic plan (comprising regional strategic plans and district strategic plans) and local strategic planning statements</li> <li>• environmental planning instrument (comprising State environmental planning policies and local environmental plans)</li> <li>• development control plan</li> </ul>
Planning Secretary	The Secretary of the Department of Planning
Precinct	Geographical area with boundaries determined by land use and other unique characteristics. For example, an area where there is an agglomeration of warehouses may be termed a freight precinct
Principal development standards	Matters addressed in Part 4 of the Standard Instrument
Proponent	Transport for NSW
Proposal	Proposed amendments to the planning framework
Provisions	means a broad term covering objectives and controls
Public spaces	means areas that are publicly accessible where people can interact with each other and make social connections
Rail network	means the rail infrastructure in NSW
Railway corridor	The land within Central Precinct on which a railway is built; comprising all property between property fences, or if no fences, everywhere within 15m from the outermost rails. Under planning legislation rail corridor is defined as land: a) that is owned, leased,

Term	Definition
	managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities: or b) that is zoned under an environmental planning instrument predominately or solely for development of the purpose of a railway or rail infrastructure facilities
Railway Square	The area between Lee Street and Broadway, comprising a plaza, bus stands and underground access/uses
Reference Master Plan	A non-statutory document that shows one way in which the precinct may develop in the future in accordance with the proposed amendments to the planning framework Note: Refer to the GANSW Advisory Note v2, dated 12/09/2018 for further guidance
Region Plan	The Greater Sydney Region Plan - A Metropolis of Three Cities
Rezoning	Amendments to environmental planning instruments, in particular for land use zones and principal development standards such as height of buildings and floor space ratio
Shocks and stresses	The acute short term damaging events or long term trends causing inequity impacting a city's resilience
Siding	A short stretch of rail track used to store rolling stock or enable trains on the same line to pass
Social procurement	Purchasing decisions based on good social outcomes
Standard Instrument	The Standard Instrument—Principal Local Environmental Plan
State	The state of New South Wales
State-led rezonings	A focus on precincts where there is a strategic imperative for the Department of Planning to lead the process, including places that benefit from current or future city-shaping infrastructure or investment, and where we can create great public spaces in collaboration with councils and communities. These rezonings generally occur under a SEPP
State Significant Precinct	The areas with state or regional planning significance because of their social, economic or environmental characteristics
Strategic Framework	The document prepared by Transport for NSW for Central Precinct in 2021 that addresses key matters including vision, priorities, public space, strategic connections, design excellence, identify sub-precincts for future detailed planning and also outlines the next steps in the State Significant Precinct process for Central Precinct
Strategic plan	The regional strategic plan, district strategic plan or a local strategic planning statement
Sub-precinct	The definable areas within Central Precinct SSP due to its unique local character, opportunities and constraints, either current or future. The Western Gateway is a sub-precinct
Sydney Metro	A fully-automated, high frequency rail network connecting Sydney

Term	Definition
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

## 3. Executive summary

### 3.1 Background and purpose

The Central Precinct Renewal Program (CPRP) is a large-scale urban renewal program to transform the Central State Significant Precinct (SSP) into a key part of the Tech Central technology and innovation district. To complement the development of the SSP study and the Central Precinct master plan, a clear understanding of the precinct and its surrounding residential profile is needed. This will inform how precinct character and identity may be shaped through land use changes and economic development initiatives.

This Population and Demographic report details the current residential profile of the Central Precinct and surrounding areas in the eastern city, existing population projections for the area as part of NSW Common Planning Assumptions, and estimates the demographic profile that may arise from the proposed master plan development.

### 3.2 Policy context

A review of the priorities and key moves that are likely to shape the Central Precinct development reveals a multi-layered policy context that shares several common goals. These include a strong and diverse economy, globally-competitive innovation with a technology specialisation, a sustainable built environment, a thriving creative and cultural sector and vibrant, well-connected people, places and cities.

The delivery objectives of the Central Precinct – a renewed Central Station and transport interchange, new and enhanced public and community spaces, new pedestrian connections, new space for innovation and tech industry employment, new entertainment and retail options – will support the needs of a broad population catchment. However, there is an identified need to accommodate population growth pressures associated with increased demand for new employment, education, and housing development.

### 3.3 Current demographic context

Despite a net reduction in total population in the study area and reduction of people who live and work within the study area, the Central Station Precinct grew between census periods and had a proportionate increase in people who lived and worked in the same place (roughly 25 per cent). Demonstrating that Central remains sought after for residents and workers. As an employment hub, the Central Station Precinct and study area have a wide reach, drawing workers from all areas of Greater Sydney. Professional, Scientific and Technical services is a major industry of employment, followed by Financial and Insurance Services.

The precinct has traditionally been home to a high student population, which has significantly shaped inner-city population and housing trends, driving demand for smaller dwelling types available on the rental market. Central Station has a younger profile than the study area with 20 per cent of people aged between 25-29.

The COVID-19 pandemic significantly impacted the demographic profile of the precinct population as border closures led many international students and visa holders to return

to their countries of citizenship. This study also considers the ways in which the COVID-19 pandemic can shift socio-demographic assumptions, ranging from its impacts on mortality and natural increase assumptions (key components of population projections) to the macro-trends that shape where and how people interact with places and spaces within a regional context (for example: changing ways of working, reduction in business travel and a return to the local).

### 3.4 Existing conditions and future trends

An assessment of current conditions that impact liveability and employment for the diverse needs of residents reveals a mix of land uses characterised by commercial, retail, entertainment and educational uses. This contributes to employment opportunity in a range of industries, which is enhanced by the Central Precinct's strategic location at the intersection of intercity, suburban and regional rail connections. The Central Precinct is also served by light rail connections to the Inner West and the East, as well as an extensive bus network.

Based on its current form and function, existing amenity in the Central Precinct is relatively poor, being a place of transit for commuters, city workers, and visitors, rather than a destination. In its current form, it serves as a gateway to the surrounding precincts. Future trends that are likely to shape demographic change in the precinct include the transition to a services economy, changing ways of working, migration and population trends, as well as the dynamics of the local housing market.

### 3.5 Common planning assumptions projections

This study reports population and employment projections for Greater Sydney, the City of Sydney (CoS) LGA and the elected study area (comprising Central Station Precinct and its surrounds) based on the TZP22 data that was released in October 2022. The projections highlight that Greater Sydney will be home to an additional 2.35 million residents by 2056, with higher growth levels of growth expected to occur in the Central and Western City Districts. The CoS LGA is projected to contain five per cent of future population and 22 per cent of future employment in Greater Sydney by 2056.

While TZP22 predicts relatively stable household sizes in the elected study area, this may shift in the future due to changes in household composition of inner-city residents and in light of demand for home offices within apartments.

### 3.6 Demographic impact of Central Precinct development

The Central Precinct master plan, including the Western Gateway has the capacity to provide for 1,893 residents, 1,069 dwellings and 28,463 jobs based on the floorspace provision. Estimates indicate that this represents approximately 11.09 per cent of projected employment growth and 1.39 per cent population growth between 2016-56 in the City of Sydney when considered alongside industrial jobs at Central Station. Based on the master plan's draft breakdown of space uses, these additional jobs in the Central Precinct are likely to be predominantly in knowledge intensive industries, aligning with the industry focus of the Tech Central vision. These figures are based on floorspace and population inputs provided in July 2023.

## 4. Introduction

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

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

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

In March 2021, the [Central Precinct Strategic Framework](#) was adopted representing the completion of Stage 1 of the planning process to develop a new planning framework for Central Precinct. The Strategic Framework outlines the vision, planning priorities, design principles, and the proposed future character of sub-precincts within Central Precinct. This is intended to inform and guide further detailed planning and design investigations as part of this SSP Study (Stage 2 of the SSP planning process).

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

### 4.1 Tech Central

#### 4.1.1 Overview

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



spaces, places for all people and easy transport and digital connections support resilience, amenity, inclusivity, vitality and growth.

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

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

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

#### **4.1.2 Background & 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 m<sup>2</sup> for technology companies, and
- 50,000 m<sup>2</sup> of affordable space for startups and scaleups.

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

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

# TECH TERRAL

- Institutions and Innovation anchors
- Major government projects
- Opportunity Site
- Immediate development pipeline
- Public Open Space
- Precinct boundary
- Light rail – existing
- Metro station
- Train station
- Light rail station

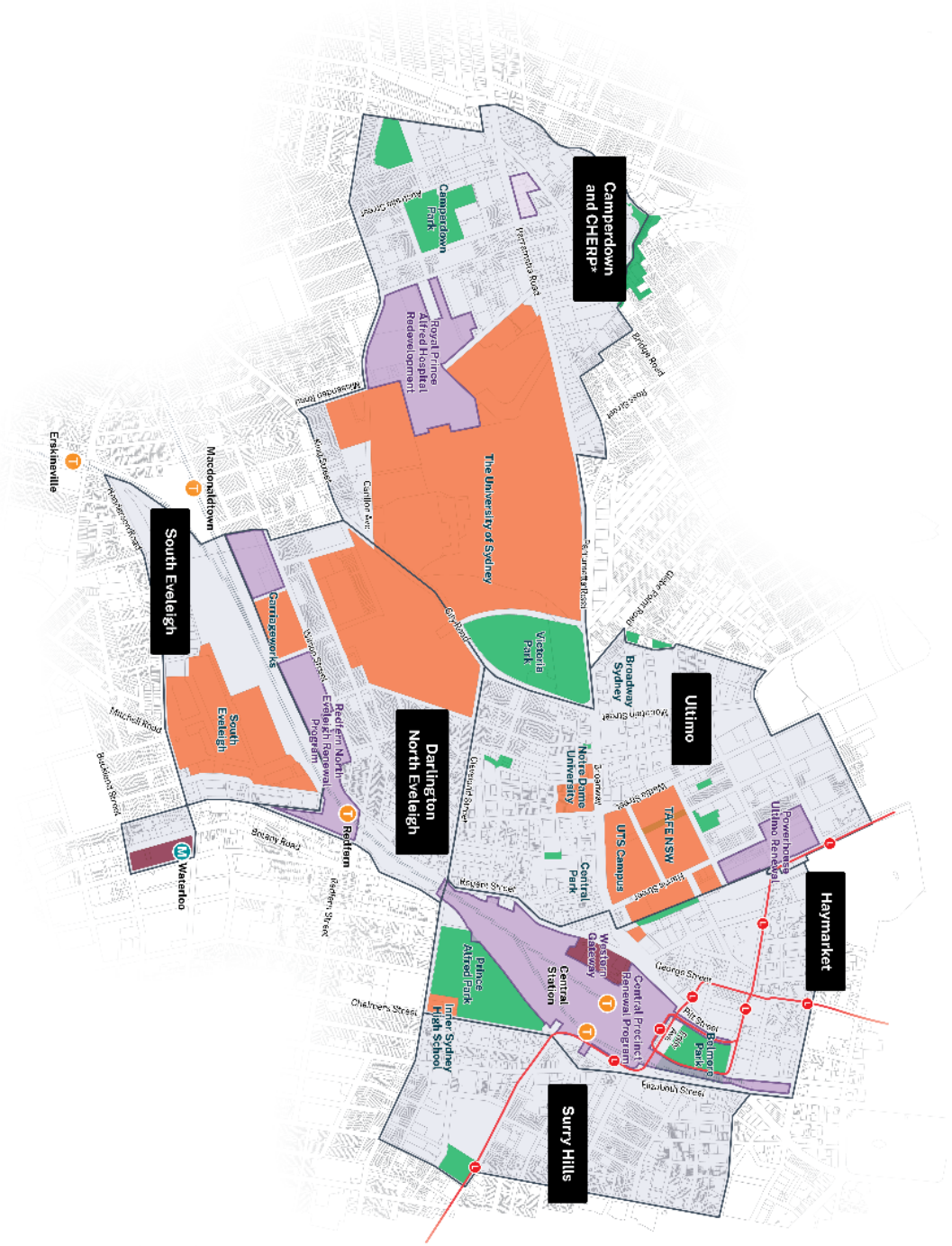
0 1km 2km 3km



<sup>a</sup> CHERP, Campdowen Health Education and Research Precinct



www.tc.sydney



## 4.2 Central Precinct vision

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

## 4.3 Case for change

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

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

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

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

- make a substantial direct and indirect contribution to achieving the Premier's Priorities by facilitating upgrades to Sydney's largest and most significant public transport interchange, improving the level of service for users and visitors, and supporting the creation of new jobs and housing
- implement the recommendations of the NSW State Infrastructure Strategy 2018-2038, in particular the upgrading of the major transport interchange at Central to meet future customer growth
- contribute to key 'Directions' of the Greater Sydney Region Plan, to deliver 'a city supported by infrastructure', help create 'a city of great places', support 'a well connected city', deliver new 'jobs and skills for the city' and create 'an efficient city'
- implement the outcomes envisaged within the Eastern City District Plan including reinforcing the Harbour CBD's role as the national economic powerhouse of Australia and supporting its continued growth as a Global International City
- deliver on the shared objectives and priorities for Tech Central, the future focal point of Sydney's innovation and technology community, which aims to boost innovation, economic development and knowledge intensive jobs while creating an environment that foster collaboration and the exchanging of ideas

- deliver an outcome that responds to the overarching vision and objectives of the Central Sydney Planning Strategy. In particular it will assist with implementing a number of 'key moves' outlined in the strategy, including to 'ensure development responds to its context', 'ensure infrastructure keeps pace with growth', 'move people more easily', 'protect, enhance and expand Central Sydney's heritage, public places and spaces', and to 'reaffirm commitment to design excellence.'

## 5. About this report

The purpose of this report is to provide a detailed population and demographic profile of the Central Precinct and its surrounds, and to consider any potential impacts that may result within and surrounding the Central Precinct. This report addresses study requirement 4 'Population and demographics'. The relevant study requirements, considerations and consultation requirements, and location of where these have been responded to are outlined in Table 1 below.

The report has been updated in July 2023 following public exhibition of the initial Reference Master Plan to include updated trends, drivers, and opportunities, 2021 ABS Census data, and common planning assumption projections. The report has also integrated the new floorspace provision in the revised proposal, which was prepared following exhibition.

The exhibited proposal and the revised proposal are outlined within sections 6.2 and 6.3.

### 5.1 SSP Study requirements

Table 1: Study requirements, considerations, and consultation requirements

Requirement/Considerations	Report reference
Identifies the existing situation (the baseline), including constraints, opportunities and key issues.	Chapter 8 summarises the policy context. Chapter 9 describes the current state, future trends, and opportunities and constraints arising in the context of socio-economic drivers. Chapter 10 outlines the current demographic profile of the study area and surrounds.
Outlines the likely impacts of the proposal in relation to population and demographics.	Chapter 12 outlines the estimated demographic impacts of the Central Precinct development.
Informs and supports the preparation of the proposed planning framework including any recommended planning controls or DCP/Design Guideline provisions.	Guidance on planning controls and design guidelines has been provided throughout the project via conversations and inputs to the design team.
Considers the employment and population profile of the Precinct and surrounding communities including age, ethnicity, education, employment, income, trip to work mode and other relevant information.	Chapter 10.
Considers key employment and population drivers and trends impacting the Precinct and surrounding communities.	Chapters 9, 10 and 11. Economic trends and local employment drivers are covered in the Economic Productivity and Job Creation Report.
Considers NSW Treasury's vision and objectives for Tech Central.	Chapter 8.
Provides time series (5 year increments) employment and population forecasts of the future Central Precinct and local area based on existing development capacity without the proposal.	Chapter 12.

Requirement/Considerations	Report reference
Provides time series (5 year increments) employment and population forecasts of the future Central Precinct and local area with the proposal.	Chapter 12.
Compares forecasts with the remainder of the CoS LGA and Greater Sydney Metropolitan Region for the purposes of comparison including the City's Floor Space Employment Survey (FES) and Census Occupation and Industry data aligned with predicated rates of growth as per GCC estimates.	Chapter 12.
Consultation with DPE, CoS, GCC and NSW Treasury	Chapter 8.3.

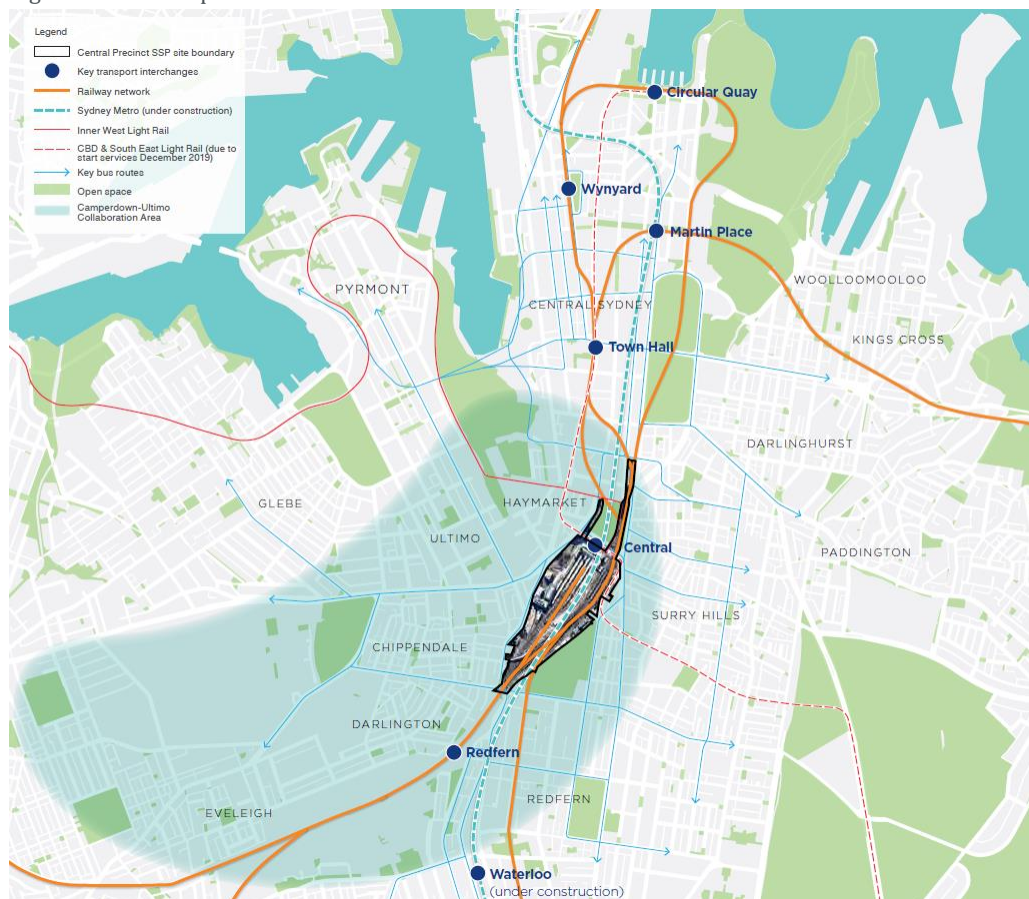


## 6. Study Area

Central Precinct is located at the south-east edge of Central Sydney (refer to Figure 1). Central Precinct is surrounded by a number of suburbs including, Haymarket to the north, Chippendale to the south and Surry Hills to the south-east. It is located within the CoS LGA with an approximate gross site area of 24 hectares of Government owned land. The precinct comprises land bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north and Elizabeth Street and Chalmer Street to the east.

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

Figure 1: Location plan of Central Precinct



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

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

The location of these sub-precincts and relevant boundaries is illustrated in Figure 2.

Figure 2: Central Precinct and sub-precincts





## 6.1 Planning priorities

To help realise the vision of Central Precinct and the desired local character of the sub-precincts, the following planning priorities have been developed and are grouped into five key themes as outlined in Table 2 below.

Table 2: Central Precinct planning priorities

Theme	Planning priorities
<b>Place and destination</b>	<ul style="list-style-type: none"> <li>• Unite the city by reconnecting with the surrounding suburbs</li> <li>• Shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity</li> <li>• Deliver a precinct which responds to its urban context and embeds design excellence Improve existing and providing additional connected public space in the precinct of high environmental amenity and comfort</li> <li>• Protect and celebrate the Precinct's heritage values</li> <li>• Create a people focussed precinct through a focus on public transport, cycling and walkability</li> <li>• Facilitate the precinct's focus on transport and economic diversity in tourism and across commercial sectors including office, business and retail.</li> </ul>
<b>People and community</b>	<ul style="list-style-type: none"> <li>• Design public spaces that promote health, equality and well-being</li> <li>• Promote social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression</li> <li>• Honour and celebrate the cultural heritage and identity of the Precinct's past and present Aboriginal community</li> <li>• Create a safe and intuitive precinct that promotes social access and inclusion</li> <li>• Support programs and initiatives that benefit communities and people</li> <li>• Create a precinct that responds to the current and future needs of transport customers, workers, residents and visitors, including those of the broader local community.</li> </ul>
<b>Mobility and access</b>	<ul style="list-style-type: none"> <li>• Provide a world class, integrated and seamless transport interchange</li> <li>• Maintain the precinct's role as NSW's main transport interchange</li> <li>• Improve the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes</li> <li>• Facilitate and enhancing connections within and towards key locations in southern Central Sydney</li> <li>• Deliver a people focussed precinct that is walkable, well connected, safe and puts people first</li> <li>• Design infrastructure that will adapt to future changes in transport and mobility.</li> </ul>
<b>Economy and innovation</b>	<ul style="list-style-type: none"> <li>• Advance Sydney's status as a global city</li> <li>• Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups</li> <li>• Provide an active and diverse commercial hub with a rich network of complementary uses that nurture and support business</li> <li>• Support both the day and night economies of the precinct through diverse complementary uses, promoting liveability and productivity</li> <li>• Foster collaboration between major institutions in the precinct including transport, education, health and business</li> <li>• Create a smart precinct that incorporates digital infrastructure to support research and innovation.</li> </ul>

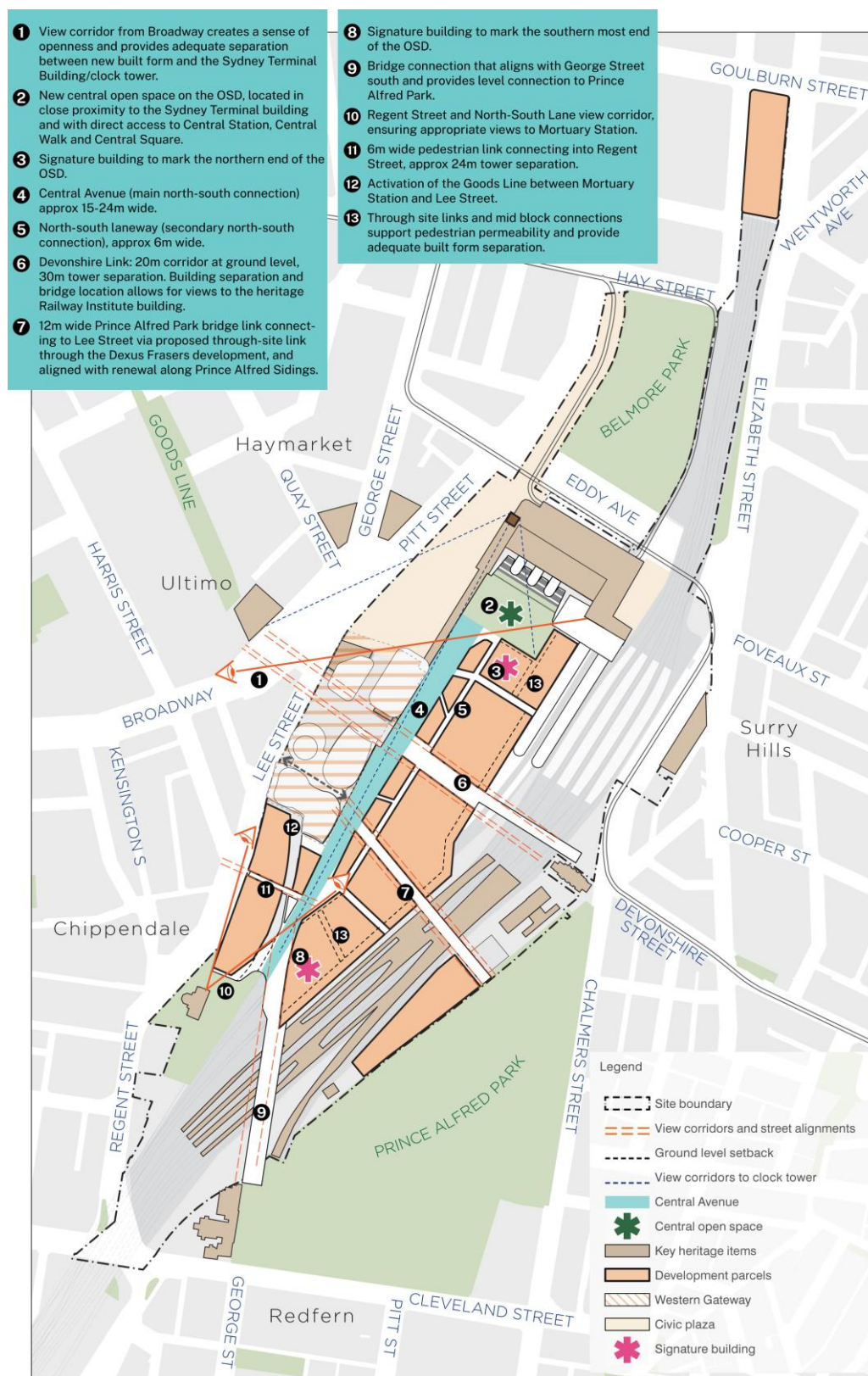
## 6.2 The exhibited SSP Study

The Central SSP Study and supporting documents were made available for public comment from 22 August to 4 October 2022. During the exhibition period, community members and stakeholders were invited to provide their comments and feedback on the rezoning proposal.

The exhibited rezoning proposal included a Place Strategy, Urban Design Framework, Public Domain Strategy, draft Design Guide, Explanation of Intended Effect and supporting technical studies, which seek to enable the delivery of:

- approximately 269,500 square metres of commercial gross floor area GFA.
- approximately 22,850 square metres of retail GFA
- approximately 47,250 square metres of education/ tech GFA
- approximately 14,300 square metres of community/cultural GFA
- approximately 84,900 square metres of residential GFA
- approximately 53,600 square metres of hotel GFA.
- approximately 22,500 square metres of student accommodation GFA.
- 15% 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 square located at the George Street and Pitt Street junction
  - Central Green, a new approximately 6,000 square metre publicly accessible park located immediately south of the Sydney Terminal building
  - Mortuary Station Plaza, an approximately 4,470 square metre publicly accessible plaza (excluding the Mortuary Station building) located at Mortuary Station
  - Sydney Terminal building western rooftop, a 970 square metre publicly accessible space above the Terminal building roof
  - 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 linking street
  - 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
  - a number of through-block links to provide further permeability for pedestrians
  - an eastern colonnade having a generous, double-storey height
  - three new active transport over-rail bridges
  - a revitalised Goods Line.

Figure 3: Exhibited Urban Design Framework



Source: Architectus, 2022

## 6.3 The revised proposal

Based on the feedback received during the public exhibition of the Central Precinct rezoning proposal, a revised proposal has been prepared for Dept. of Planning consideration as part of its assessment. The revised proposal includes an updated Urban Design Framework and Public Domain Strategy, which establishes the updated Reference Masterplan and has informed updates to the proposed planning framework for Central Precinct. The updated 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% 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 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 Square 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
  - 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 Central Station and its surrounds
  - 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 clocktower. 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 3 below.

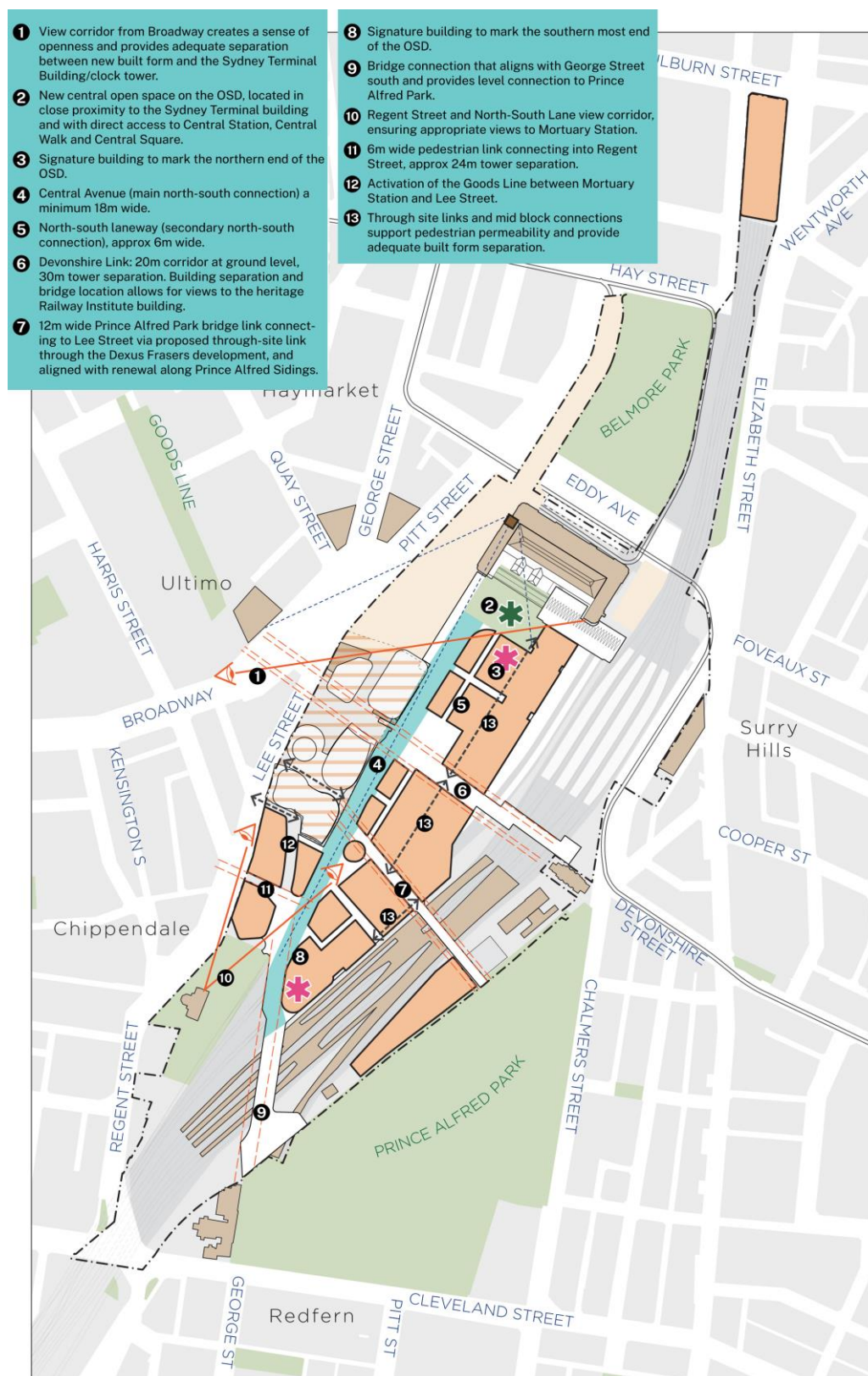
Table 3: Breakdown of allocation of land within Central Precinct

Land allocation	Proposed
Open-air rail corridor (Infrastructure)	89,781 sqm
Western Gateway	16,638 sqm
Developable area (Total)	131,593 sqm
Public Space (Including open space, squares, plazas, movement zones, streets and links)	71,603 sqm / 54.4 % of Developable area
Building area	59,990 sqm / 45.6 % of Developable area
Central SSP total area	<b>238,012 sqm (23.8 ha)</b>

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



Figure 4: Revised urban design framework



Source: Architectus, 2023

## 6.4 Key changes from the exhibited proposal

The feedback on the exhibited rezoning proposal has informed subsequent amendments to the Reference Masterplan. A summary of the key changes adopted as part of the revised 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 3,700 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. Population and Demographics Study

### 7.1 Background

The Central Precinct Renewal Program (CPRP) is a large-scale urban renewal program to transform the Central State Significant Precinct (SSP) into a technology and innovation precinct. The program leverages the potential of Central Station as one of Australia's largest and busiest transport hubs and its significant cultural, historic and architectural importance to maximise mixed use development opportunities and enhance the public realm.

As part of revitalising the Central Precinct, the southern end of Sydney's CBD will be expanded to include 468,000 square metres of commercial office space as well as education, community, retail and residential provisions. Major transport enhancements are already underway to support local and regional connections for commuters, city workers and visitors.

To complement the development of the SSP study and the Central Precinct master plan, a clear understanding of the precinct and its surrounding residential profile is needed. This will inform how precinct character and identity may be shaped through land use changes and economic development initiatives.

### 7.2 Purpose

SGS Economics and Planning have been engaged to provide population and demographic profiling of the Central Precinct and its surrounds. This report details:

- the current residential profile of the Central Precinct and surrounding areas in the eastern city,
- existing population projections for the area as part of NSW Common Planning Assumptions,
- indicative demographic profiling arising from the proposed master plan development, and
- proposed next steps as the master plan develops.

As city shaping programs are typically longer-term developments, it is possible that elements of the Central Precinct master plan may shift over time to account for dynamic conditions in the urban environment. Therefore, care should be taken to contextualise the population and demographic advice contained in this report.

This report is structured as follows:

- **Chapter 8** summarises the current policy context and study consultation.
- **Chapter 9** summaries existing land use conditions and trends influencing the Central Precinct.
- **Chapter 10** summarises the current demographic profile of the Central Precinct and the surrounding area.

- **Chapter 11** analyses the population and dwelling projections for the Central Precinct and the surrounding area.
- **Chapter 12** incorporates assumptions relating to the Central Precinct development to estimate the population and employment profile of the precinct and the surrounding area.
- **Chapter 13** sets out a summary and recommendations.

### 7.3 Study requirements

See Table 1 above.

### 7.4 Study area

Figure 5 overleaf shows the elected study area, which extends beyond the Central Precinct to include adjacent precincts. As there is minimal development over the railway station itself, adopting a broader study area for the purposes of profiling population and demographic trends is necessary to understand the regional differentiation in the growth to date of resident and worker trends, as well as the spatial distribution of potential impacts arising from the master plan.

In addition to Central Station Precinct, the following precincts are included in this analysis:

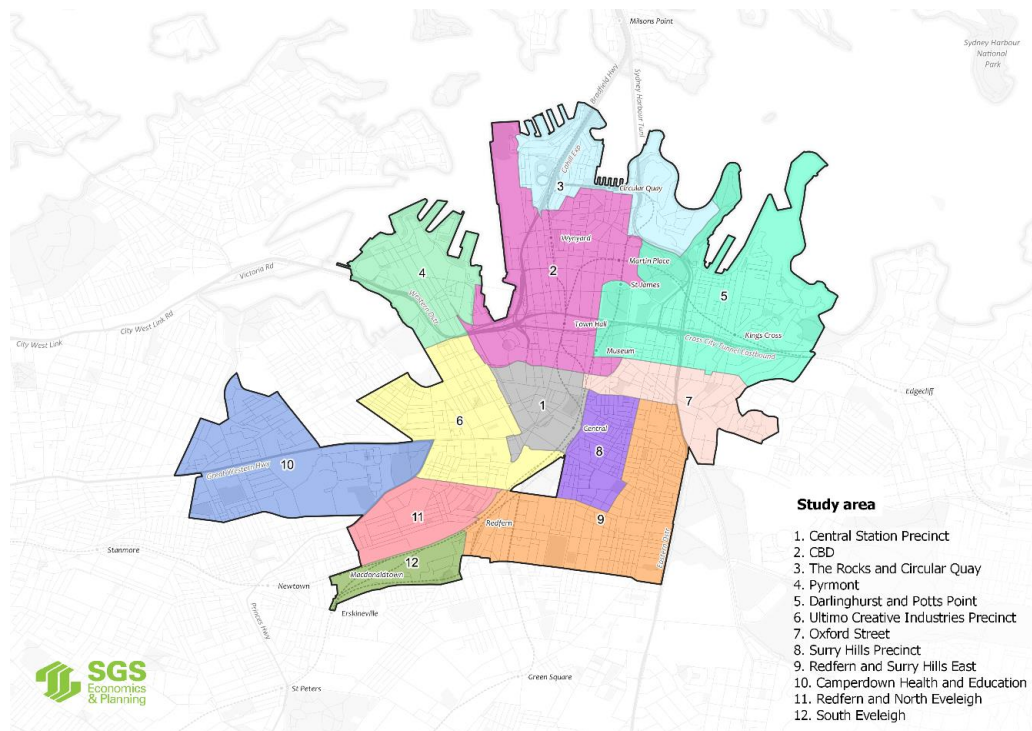
- Sydney CBD
- The Rocks and Circular Quay
- Pyrmont
- Darlinghurst and Potts Point
- Ultimo Creative Industries Precinct
- Oxford Street
- Surry Hills Precinct
- Redfern and Surry Hills East
- Camperdown Health and Education
- Redfern and North Eveleigh
- South Eveleigh.

These precincts were selected based on Australian Bureau of Statistics (ABS) Destination Zone (DZN) 2016 boundaries; a spatial unit used to code Place of Work (POWP) data, and incorporate surrounding land uses to enable baseline profiling using ABS Census of Population and Housing data.

The study area has also been defined by Travel Zones (TZ) to enable the spatial breakdown of future projections. However, in some cases, DZN and TZ boundaries do not exactly align, resulting in slight differences in projections when considered at the aggregate level.

To characterise the likely population and demographic impacts of the Central Precinct master plan, the area has been defined by the travel zones that cover the main development areas for the precinct.

Figure 5: Elected study area



Source: SGS 2021, using ABS Destination Zone (DZN) 2016 boundaries

## 7.5 Data sources

The key data sources used in this population and demographic analysis are drawn from a range of sources, discussed in Table 4 below.

Table 4: Inputs to the central precinct population and demographic analysis

Source	Description	Reporting year
ABS Census of Population and Housing	5 yearly, national census of demographic, social and economic information on persons and dwellings.	2016, 2021
CoS Floor Space and Employment Survey	Field audit of businesses, floor space, employment and capacity in the CoS.	2017 <i>(released Dec 2018)</i>
TfNSW Travel Zone Projections (TZP22)	Population, dwelling, workforce and employment projections in 5 year increments from 2016 to 2066.	2022 <i>(released November 2022)</i>
Landcom Workspace Ratios – Common Planning Assumptions	Estimates potential FTE job numbers directly enabled through the provision of employment floor space (sqm GFA).	2018
Department of Planning and Environment Population Projections	Population, household, and implied dwelling projections at the SA2 and LGA level, yearly to 2041.	April 2022

Source: SGS 2023

Data sources used are likely to have been impacted by COVID-19 to varying degrees – the 2021 Census took place during COVID-19 restrictions; the TZP22 projections include allowances for the impact of COVID-19 on employment and population growth, and are developed taking into account the DPE population projections as part of the Common Planning Assumptions. SGS understands the 2022 Floorspace and Employment Survey will not be available until late in 2023.

Accordingly, there may be some uncertainty in projections. However, the data sources used remain the most up-to-date basis for reporting on population and demographic trends at a fine grain level.

There are a variety of ways in which the COVID-19 pandemic can shift socio-demographic assumptions, ranging from its impacts on mortality and natural increase assumptions (key components of population projections) to the macro trends that shape where and how people interact with places and spaces within a regional context (for example: changing ways of working, reduction in business travel and a return to the local). These and other trends are qualitatively discussed in Chapter 3.

## 8. Policy context

This chapter situates the Central Precinct in the context of macro trends and policy aspirations for the Sydney CBD and Eastern Harbour City economy, highlighting Tech Central's strategic assets as a lever for nurturing competitive advantage in technological innovation.

### 8.1 Tech Central vision

#### 8.1.1 Central Precinct Draft Strategic Vision

The Central Precinct development aims to revitalise southern Central Sydney to create a transport destination that improves connections to surrounding employment, education, health and cultural services and infrastructure. To achieve this, five planning priorities are highlighted: Place and destination, People and community, Mobility and access, Economy and innovation, and Sustainability. The draft strategic vision was released in October 2019, with consultation ongoing throughout 2020.

The Central Precinct is expected to deliver:

- A renewed Central Station and transport interchange
- New and enhanced public and community spaces
- New pedestrian connections across the rail line
- New space for the jobs of the future in innovation and technology, and
- New dining, shopping and entertainment options.

Together, these delivery objectives will support employment among a broad population catchment, contribute to the open space needs of current and future populations, and offer space for retail, arts and cultural activity to improve local amenity and lifestyle benefits for residents and visitors.

However, the draft strategic vision highlights some of the challenges to realising the Central Precinct's potential as destination that leverages its heritage and local character. The ability to accommodate growth pressures associated with increased demand for new employment, education and housing development, as well as the technical complexities of near- or over-station development for an operational railway are relevant to the population and employment considerations that are introduced in Chapter 4 of this report.

The jobs and economic impacts of renewing 24 hectares of government owned land under the master plan development is explored in the SSP Economic Productivity and Job Creation report. However, current worker trends and the forecasted employment profile in the Central Precinct is discussed in this report (sections 10.2 and 11.1.4 respectively).

#### 8.1.2 Tech Central's future role and function in the Greater Sydney economy

The NSW Government has committed to working with the local community to develop the biggest innovation district of its kind in Australia. Bringing together six neighbourhoods

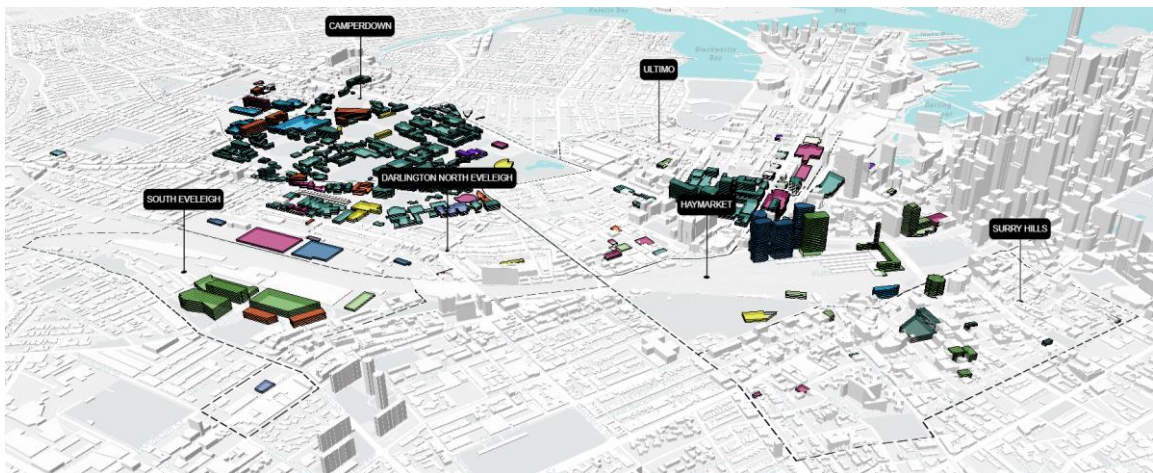
near the Sydney CBD (Haymarket, Ultimo, Surry Hills, Camperdown, Darlington North Eveleigh and South Eveleigh), Tech Central is a thriving innovation ecosystem that includes three world-class universities, a world-leading research hospital, 100 + research institutions, investors, and a wide range of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

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

SGS recently conducted economic analysis across the wider Tech Central Precinct to inform future visions and strategic planning. As part of that work, SGS examined Tech Central's current and potential role and function within the corridor connecting Sydney CBD and Botany-Mascot. This approach recognises Tech Central's connectivity to other concentrations of activity within the broader economic ecosystem, which include the Eastern and Greater Sydney economy. These centres may be geographically dispersed but are nonetheless connected in the ways they foster innovation and improve the ability of industry-led precincts (such as Tech Central) to gain exposure to new markets.

The Central Precinct considered in this study is located within the Haymarket neighbourhood of Tech Central, as illustrated in Figure 6 below.

Figure 6: Tech central sub-precincts

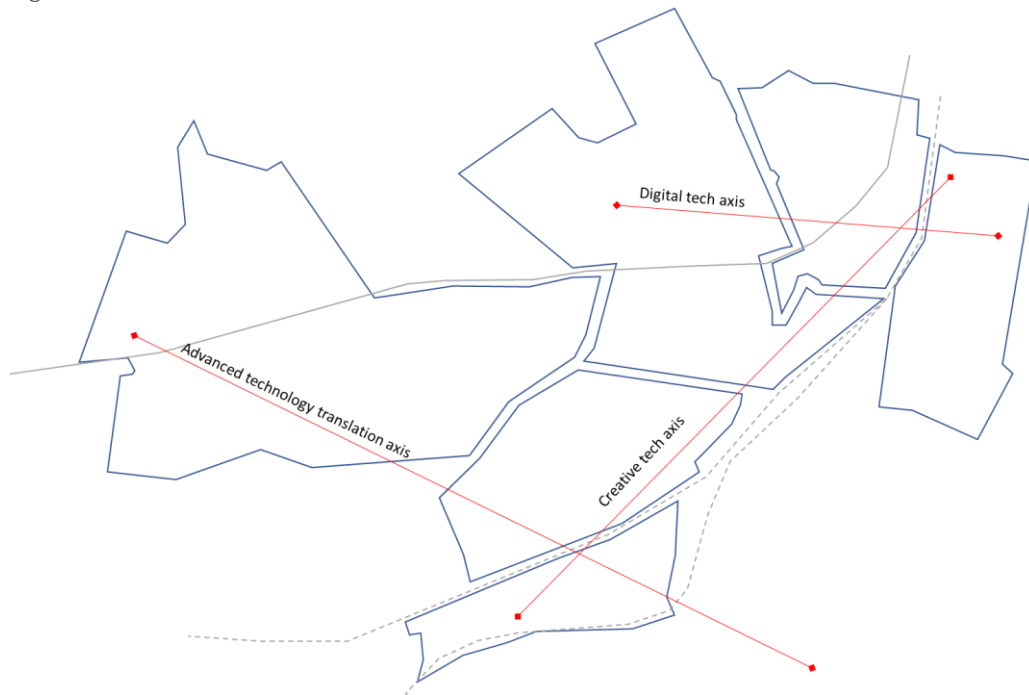


Source: Tech Central Digital Twin (2021), available at: <https://www.tc.sydney/explore/explore.html>.

In its final report to NSW Treasury (2021), SGS conceptualised three axes of tech opportunity to illustrate how they could co-exist across Tech Central's six sub-precincts (Figure 7). These axes were identified based on industry and floorspace profiling, opportunities identified in strategic planning documents, macro-economic trends, and an understanding of the role and function of various anchor institutions and infrastructure that support the spatial vision.



Figure 7: Three tech axes of tech central



Source: SGS Economics and Planning 2021

The key features of each axis are summarised below:

- Digital Tech Axis.** The Digital Tech Axis is defined by those industries most often associated with technology businesses in the Central Station Sub-Precinct, such as software startups and scaleups. The axis also reflects the educational continuum from UTS and Ultimo TAFE through to the future commercial district around Central Station, as well as the areas of Surry Hills and Chippendale that are already home to many digital technology companies. The sub-precinct will play a critical role in this technology axis, providing the floorspace for businesses to scale and establish. The mid-point along this axis is the Powerhouse Ultimo precinct fronting the Goods Line, which will grow as a centre for innovation in digital and other technologies. The axis also links Central Station to Chinatown, a place of high amenity and vibrancy that should be engaged with as part of the future Central Station and Powerhouse Ultimo developments.
- Creative Tech Axis.** The Creative Tech Axis connects the diversity of creative industries in and outside of the Tech Central Precinct, bringing together current and potential future opportunities in film and television production, software and gaming and production. Across both the Ultimo and South Eveleigh sub-precincts, the ABC, Network 10 and Channel 7, as well as the Powerhouse Ultimo, all have an established presence that could be a useful lever for industry attraction and growth. Aspirations for the Powerhouse Ultimo to grow as a centre for creative and cultural activity across a range of sectors create a strong northern anchor centred on the Goods Line. This axis would intersect with the Digital Tech axis drawing in software businesses with a specific focus on post-production, e.g. Visual Special Effects, who might in turn be drawn to the Atlassian-anchored Central Precinct, or the boutique design studio identity in Surry Hills and Chippendale.



- **Advanced Technology Translation Axis.** The Advanced Technologies Translation axis focuses on the opportunities within med-tech and biotech, advanced manufacturing, and computational engineering. Anchored to the west by the proposed Camperdown Bio-tech Hub, the axis seeks to connect the bio-tech precinct with the Cicada incubator to create linkages between bio-tech R&D and the institute's focused on prototyping and scaling. This axis focuses on activities not necessarily aligned with commercial floorplates and districts – rather, those aligned with R&D precincts. While this does not preclude Central Station from playing a role (for instance, the Prince Alfred Sidings may support some of these uses) it is considered more likely that these uses will be drawn to existing concentrations of research activity, such as Camperdown, South Eveleigh, and Randwick.

## 8.2 Strategic and policy context

### 8.2.1 City of Sydney Local Housing Strategy

Housing provision plays a key role in facilitating growth and change in urban environments. This strategy outlines a roadmap for housing delivery, design and development to 2036 to meet housing related priorities in the Eastern City District Plan. The strategy responds to the CoS's deepening affordability issues, which are particularly acute in the inner city, and encourages more social and affordable housing (SAH) to improve Sydney's liveability and its ability to attract people, business, visitors and investment.

The strategy sets targets for private, affordable, social and non-private dwellings over the 0-5 year (2016-2021), 6-10 year (2022-2026) and 11-20 year (2027-2036) time horizons, with the aim of balancing housing provision with capacity and economic considerations. Note that these targets were based on pre-pandemic assumptions, and it is possible that preferences for high density inner city living and other assumptions may have since changed due to increased flexibility in working arrangements.

Seven priorities shape the CoS's strategic housing directions, which address equity (e.g. increasing the diversity and number of homes available for lower-income households), delivery sequencing (e.g. coordinating housing growth with the delivery of infrastructure), and spatial considerations (e.g. facilitating more homes in the right locations). The strategy concludes with a high-level program for implementing and monitoring the priorities and actions.

### 8.2.2 Sydney Development Control Plan 2012: section 3.15 Late Night Trading Management

This provision guides the management of late-night trading impacts in the CoS and outlines the permissible hours of operation for different business categories based on their location and surrounding land use. Its intention is to encourage a mix of night-time uses with broad community appeal, recognising the valuable contributions of a vibrant night-time economy to the local commercial, cultural and social fabric, while minimising noise and other impacts to the amenity of residential or other sensitive land uses.

### 8.2.3 NSW Economic Blueprint 2040

The NSW Economic Blueprint sets out the aspirations for the State's economy beyond 2040. The aspirations include having the nation's first trillion-dollar economy, healthy, productive people, liveable and connected cities, productive, vibrant regions, innovative and world class business, a sustainable environment with reliable and affordable energy, and enhanced performance of government.

As part of the economic blueprint, NSW Treasury was also able to identify 'industries of the future'. They include: finance and fintech, mining, education, tourism and major events, arts, culture and creative services, digital and cyber security, MedTech, health and biomedical services, waste management and the circular economy, advanced manufacturing, AgTech and food projection, and aerospace and defence.

### 8.2.4 Global NSW Strategy (2019)

Global NSW complements the NSW Economic Blueprint 2040 and is the NSW Government's approach to international trade, investment and economic development. It is a government-wide plan to competitively position NSW in international markets by capitalising on the global economic and political landscape.

Key levers in the plan include building an export culture amongst domestic businesses to support a global presence and establishing Lighthouse Precincts to attract international investment in priority sectors. The Sydney Innovation and Technology Precinct is one example of a Lighthouse Precinct, demonstrating the attributes of scale and ambition in multidisciplinary job creation, diversity of human capital, and innovation and knowledge exchange that is facilitated by universities and other educational institutions. In practice, the Global NSW approach will leverage a hub-and-spoke model to expand the international network, with Senior Commissioners to locate in key hub cities: New York, London, Mumbai, Singapore, Shanghai, and Tokyo.

### 8.2.5 Summary of strategic and policy context

A description of the priorities and key moves that may shape Central Precinct's population is provided in Table 5 below.

Table 5: Summary of strategic and policy context

	NSW Economic Blueprint 2040	10 Year Blueprint 'Connecting to the future'	Housing for All: City of Sydney Local Housing Strategy	Sydney DCP 2012 Section 3.15 Late Night Trading Management
	<i>NSW Treasury</i>	<i>TfNSW</i>	<i>CoS</i>	<i>CoS</i>
<b>Vision and aspirations</b>	<ul style="list-style-type: none"> <li>• The nation's first trillion-dollar economy.</li> <li>• Healthy, productive people.</li> <li>• Vibrant and well-connected major urban centres.</li> <li>• Productive, vibrant regions.</li> <li>• Government that encourages innovation.</li> </ul>	<ul style="list-style-type: none"> <li>• Connecting customers' whole lives.</li> <li>• Successful places.</li> <li>• Strong economy and quality of life.</li> <li>• Thriving people doing meaningful work.</li> </ul>	<ul style="list-style-type: none"> <li>• The City's vision for housing is guided by Sustainable Sydney 2030, which sets a vision for the LGA to become a green, global and connected city.</li> <li>• Housing targets for private, affordable, social and non-private dwellings to 2036 are outlined.</li> </ul>	To encourage a mix of night-time uses with broad community appeal, recognising the valuable contributions of a vibrant night-time economy to the local commercial, cultural and social fabric, while minimising noise and other impacts to residential amenity or other sensitive land uses.
<b>Strategic alignment means the Central Precinct renewal...</b>	Acknowledges future of work trends, where digital technology reduces travel times and the need for new infrastructure investments, as well as the physical space needed for such investment.	Offers communities places to interact, not just interchange.	<p>Helps:</p> <ul style="list-style-type: none"> <li>• Facilitate more homes in the right locations.</li> <li>• Coordinate housing growth and infrastructure.</li> <li>• Increase diversity and choice in housing.</li> <li>• Increase the diversity and number of homes available for lower-income households.</li> <li>• Increase the amount of social and supported housing.</li> <li>• Improve NSW Government controlled site outcomes.</li> </ul>	Provides a mix of land uses to meet both demand and the need to create a sense of place to attract and make people live, work, and play in a 24 hour vibrant economy.

			<ul style="list-style-type: none"><li>• Increase liveability, sustainability and accessibility through high-quality residential design.</li></ul>	
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## 8.3 Consultation

SGS consulted with DPE's demographics team, the CoS and the Greater Cities Commission (GCC) to gather baseline assumptions (Table 6) and to understand their applicability to the 2021 environment (and beyond).

Table 6: Modelling assumptions and key data sources

Assumption	DPE	CoS	GCC
Population and demographic	More families living in apartments compared to pre-pandemic.	Assume household size in and around Central Precinct is 2 persons per household.	SGS consulted with the GCC on 17 December 2021. However, specific floorspace ratios and population assumptions were not discussed.
Employment and floorspace	Floorspace utilisation around 65-80%.	Within CBD, office jobs to floorspace ratios 20-30 sqm depending on physical distancing requirements.  Outside CBD: 30-50 sqm.	
Key data	DPE population projections; Travel Zone Projections; Landcom Common Planning Assumptions.	CoS advice.	

Source: SGS 2021.

### 8.3.1 Department of Planning and Environment (DPE)

SGS met with DPE in September 2021 to discuss population, employment and floorspace assumptions, and forthcoming data releases. The discussion highlighted:

- Uncertainty around migration assumptions – While borders are now open, the ongoing impacts of the COVID-19 pandemic on travel behaviours and disruptions is still uncertain.
- A changing age profile in inner-city areas – While the average age in the inner city was decreasing prior to the COVID-19 pandemic, this trend appears to be reversing in 2020 and 2021 due to fluctuating migration conditions. Dwelling preferences may also have changed across age groups.
- Potential impacts to CBD floorspace utilisation – Relevant considerations include migration, flexible working arrangements, and social distancing policies that vary between organisations. For these reasons, floorspace utilisation for the employment analysis was estimated between 65 and 80 per cent.

### 8.3.2 City of Sydney

SGS met with CoS in October 2021. The discussion highlighted that:

- The next Floorspace and Employment Survey (FES) would be undertaken in May 2022. Preliminary estimates place office capacity at around 70 per cent.
- In 2020, vacancy rates for commercial office space in Sydney CBD increased by eight per cent (Statista, 2021).
- Within Sydney CBD, the office jobs to floorspace ratio is expected to increase from 20 to 30 square metres per job due to social distancing, but may trend back downwards in the long term.
- Outside of the CBD area, the commercial office jobs to floorspace ratio may range from 30 to 50 square metres. Retail jobs to floorspace ratios are expected to remain relatively stable.

### 8.3.3 Greater Cities Commission

SGS met with GCC in December 2021. The discussion focused on the strategic nature of the wider Tech Central project and process, the role of business attraction in Tech Central, and the expectations around future business needs and views on certain assumptions made in the modelling for this project.

The key points raised were:

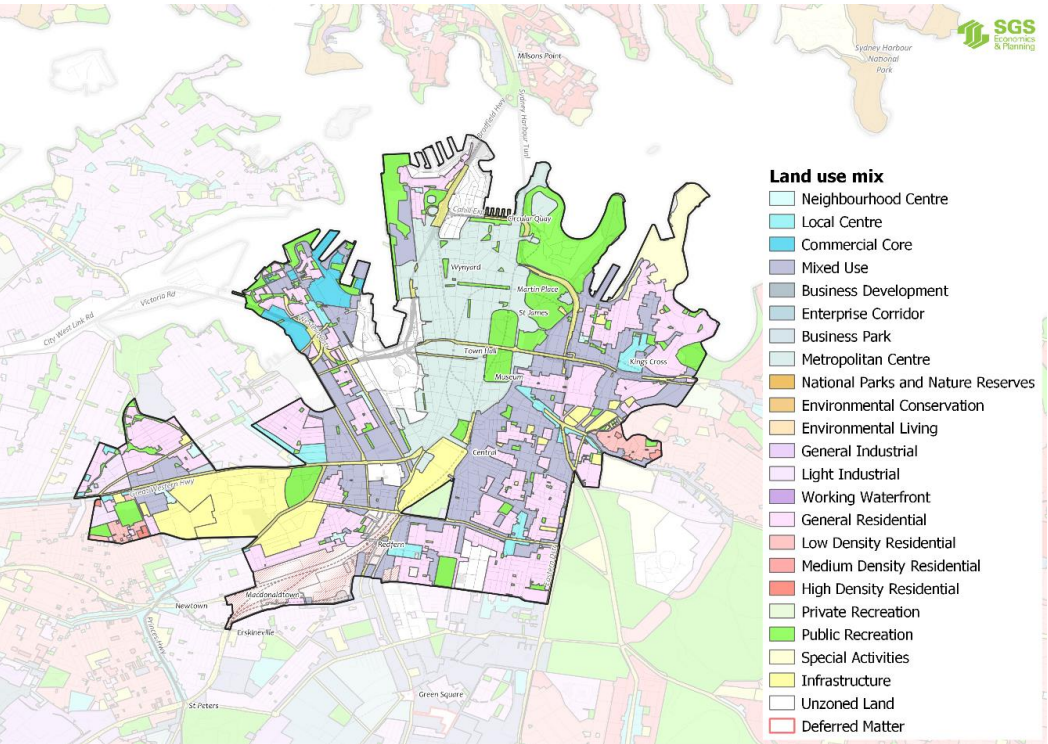
- The impact that COVID-19 will have on work and business operation is still partly unknown. Nearly two years into the pandemic, we were only then beginning to see the emergence of structural change.
- Places that focus on tech and innovation require a diversity of places for meeting and collaboration. Venues for medium-sized events that support the businesses and industries locating in Tech Central should be considered to aid this.
- There is still a question as to what role Central Station plays in high-technology sectors compared to other parts of the city, such as the Aerotropolis and surrounding employment precincts in the Eastern City.
- Sydney is already seeing the emergence of 'unicorn' businesses (those with a market capitalisation value of over \$1b). Rokr and Safety Culture were both highlighted as strong, Sydney based tech businesses that are growing strongly.
- Canva was cited as a Sydney-born business that is now global. It currently has around 2,400 employees globally, of which around 50 per cent are Sydney-based. The style of Canva's office premises was also mentioned; it has grown incrementally to accommodate various offices along Kippax Street, and reportedly values this more than having a self-contained office campus.
- Education should be integrated into planning for Tech Central so that there is a pipeline of local talent to service new tech jobs.

## 9. Existing conditions and future trends

### 9.1 Current land use mix

Land use in the Central Precinct and surrounding area is mixed, characterised by commercial, retail, entertainment and educational uses. Most of the study area comprises Mixed Use, General Residential and Metropolitan Centre zoning (Figure 8).

Figure 8: Land zoning



Source: Land Zoning EPI Layer (2020)

### 9.2 Accessibility and economic connectivity

The Central Precinct is strategically located to benefit from intercity, suburban and regional rail connections. It is also serviced by light rail connections to the Inner West and the North West, as well as an extensive bus network. There is some evidence that public transport connectivity and road investments can generate the positive agglomeration benefits that arise when workers, firms and specialisations cluster spatially. Firms and workers are incentivised to co-locate or increase their proximity to activity centres to drive cost competitiveness by reducing the tangible and intangible costs of goods, labour and ideas exchange (Glaeser, 2010), therefore generating productivity benefits.

The benefits of agglomeration are shown in Table 7 and manifest via the three mechanisms of sharing, matching and learning (Bolter and Robey, 2020):

Table 7: Mechanisms of agglomeration benefits

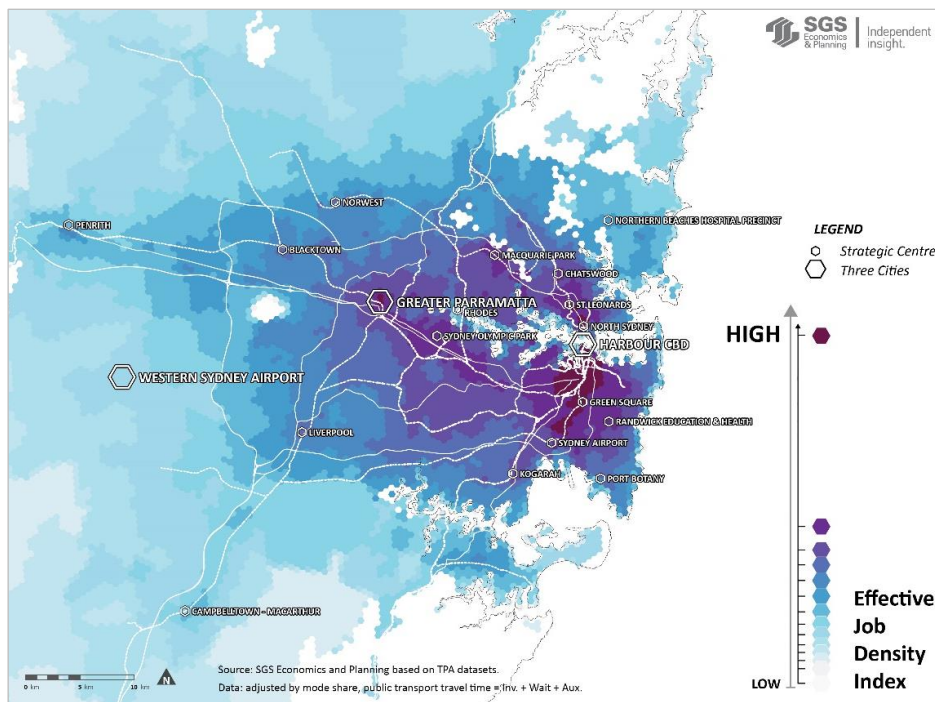


Mechanism	Application to Tech Central
Sharing of infrastructure to promote utilisation and hence the self-sustaining nature of capital investments	In agglomeration economies, businesses benefit from a higher concentration of amenity at relatively lower costs. They also have easier access to their supply chains and customers if they are more accessible.
Matching labour pools to employment opportunity, although this is more pronounced in urban agglomerations than regions with unskilled labour and/or low density of human capital	Places which are centrally located on transport networks (for example, parts of Tech Central are next to Central Station) have excellent access to labour markets, allowing businesses to closely match the skills of their employees to business needs.
Learning and knowledge spillovers, which can lead to faster rates of innovation	<p>Professional and knowledge-based businesses tend to cluster in central areas like CBDs, allowing people from different organisations to easily meet, learn from each other and conduct business.</p> <p>On a smaller scale, innovation precincts can facilitate knowledge spillovers, whereby casual and professional interactions can generate valuable transfers of skills and business relationships. This factor is particularly relevant for innovative and high-technology sectors, and many innovation and precinct strategies seek to exploit this factor.</p>

Source: SGS 2021; Bolter and Robey 2020.

SGS has developed the Effective Job Density (EJD) index as a spatial measure of the agglomeration phenomenon. The EJD measures the relative concentration of employment across a region, and in Figure 9 highlights the connectivity of the Central Precinct (and the study area more generally) to not only the CBD and CBD fringe areas, but also to regional centres of employment density and labour.

Figure 9: Economic accessibility across Greater Sydney



Source: SGS Economics and Planning, 2021

### 9.3 Amenity

Existing amenity in the Central Precinct is relatively poor. Based on its current form and function, it is a place of transit for commuters, city workers and visitors, rather than a destination. Much of the physical site is dedicated to rail operations, with limited food and beverage and open spaces around the existing Western Gateway. The Central Precinct is presently a gateway to the surrounding precincts of Surry Hills, Chippendale and Chinatown, which all have established dining and drinking identities with authentic and well-scaled urban forms. The Oxford Street revitalisation is also underway, which aims to unlock new creative and cultural space for the region.

The night-time economy within the Central Precinct and its immediate surrounds is less established compared to the offerings in Circular Quay, Darling Harbour and Barangaroo, which contain a diversity of restaurants as well as waterfront amenity. The nearby Sydney Harbour Bridge and the Sydney Opera House further add to the pull factor of these locations. However, the Central Precinct's heritage significance is a potential lever for developing a tourism presence within the broader landscape.

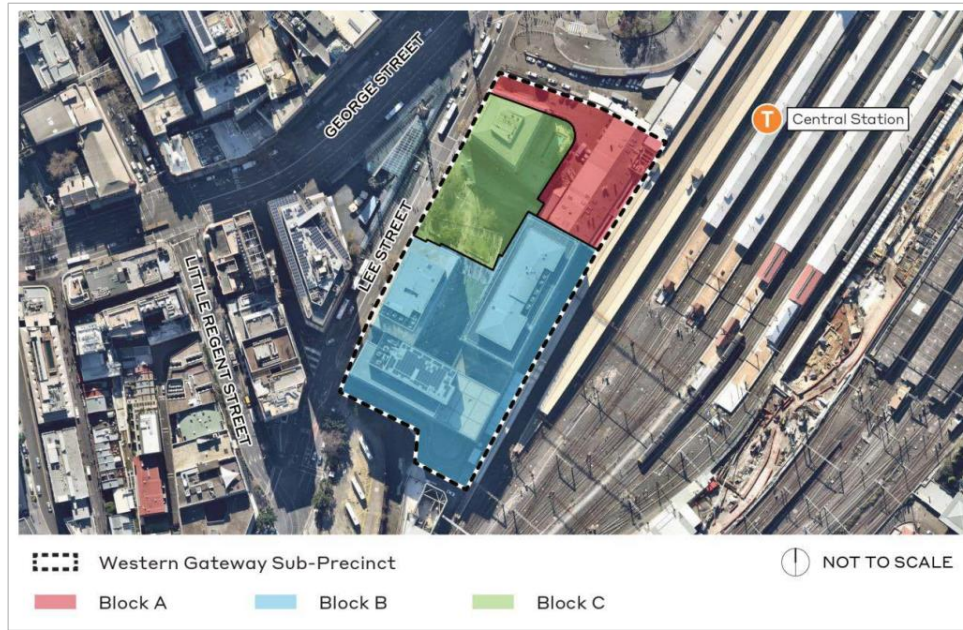
### 9.4 Existing development capacity

Central Precinct, as shown in Figure 10, is currently comprised of SP5 (previously B8) Metropolitan Centre and SP2 Infrastructure zoning, with the B8 zoning confirmed as part of the Western Gateway rezoning completed in October 2021.

The Western Gateway comprises three blocks, with Blocks A and B rezoned in August 2020 (DPE, 2020). Under the rezoning, the total gross floor area allowed is 225,00 square metres, which will enable the delivery of Atlassian's new global headquarters and a

significant redevelopment proposal from Dexu and Frasers. Block C was rezoned in October 2021 to enable development above and adjacent to the Parcel Post building (the Adina Hotel) and provide capacity of 43,000 square metres of floorspace.

Figure 10: Aerial photograph of the Western Gateway precinct



Source: DPE, 2020. Western Gateway Rezoning Finalisation Report: Central Sydney State Significant Precinct.

## 9.5 Drivers of socio-economic change

### 9.5.1 Transition to a services economy

There is a well-documented shift in the Australian economy from traditional manufacturing and agricultural sectors towards knowledge-intensive industries. This shift is seen across Greater Sydney, and is particularly pronounced in CBD areas, where professional services, finance and related industries represent a significant proportion of jobs and economic output.

In 2015-16, service industries accounted for around 60 per cent of Australia's total Gross Domestic Product (GDP), with the financial and insurance Services sector the largest contributor in terms of monetary value. Professional, scientific and technical services also contribute significantly to GDP, accounting for a high level of productivity that is generally concentrated in CBDs. The growth of these sectors is partly attributable to the breadth of industry linkages, both upstream and downstream, that are shaping demand for professional, scientific and technical inputs at different stages of the supply chain.

Knowledge intensive businesses have traditionally valued central locations for their high levels of amenity. Further economic transition may continue to favour locating in high-amenity places, recognising the agglomeration benefits discussed in section 3.2. At the same time, the hybridisation of the post-pandemic workplace, discussed below, appears to have accelerated the delocalisation of economic value creation, a phenomenon enabled by the digital era that engendered new spatial dynamics of the city (Castells, 2010).

### 9.5.2 Changing ways of working

The lockdowns of 2020 and 2021 illustrated that some industries were better equipped to pivot to work-from-home arrangements. Almost overnight, workforce decentralisation in professional, scientific and technical services saw workers' homes become a primary site of economic productivity. As a consequence, this quickly displaced demand for many retail and commercial offerings in the Sydney CBD, as people sought out local alternatives to their 'third spaces', such as cafes, parks, public libraries. Changing ways of working have also redistributed housing preferences between metropolitan and regional areas, at least in the short term, due to the strengthened appeal of outer suburban and regional living for their larger properties to accommodate home offices and leisure space.

Although CBDs' commercial, recreational and cultural spaces were disproportionately impacted by the lockdowns, there are opportunities to reinvent the role and function of CBD floorspaces. Commercial tenants who have embraced the flexible working model are adapting floorspaces to the types of activities that are more difficult to conduct from home and/or using virtual tools.

With more people working from home part of the time, the balance of office utilisation will depend on factors such as the day of the week, organisational policy and the tailored configuration of office space. The rising popularity of sub-leasing arrangements as major tenants seek to reduce their office footprint is already in motion, setting the stage for a new wave of innovation where entrepreneurs who were previously priced out of CBD locations seize the opportunity to participate in the innovation ecosystem (PwC, 2021).

### 9.5.3 Future population trends

The disruptions of the COVID-19 pandemic undoubtedly impacted key assumptions relating to population forecasts. While projection methodologies can differ in the range of assumptions that they used, migration is a key input that was severely impacted in over the last two years. Net Overseas Migration (NOM) makes up a significant proportion of population growth in Greater Sydney. In the 2019/20 financial year, NOM contributed 88 per cent (50,000 people) to Greater Sydney's net additional population increase (ABS, 2020). This was a decline from FY 2018/19's net increase of approximately 72,000 new migrants settling in Greater Sydney from overseas (ABS, 2021), and is largely attributable to international borders closures.

. The 2021-22 New South Wales Intergenerational Report (IGR) provides an updated view of the future population of NSW incorporating some impacts from the COVID-19 pandemic: short-term migration losses and declining fertility rates, which were offset by an expected increase in life expectancy from current levels, resulting in a lower overall population than pre-pandemic forecasts and a significantly older age profile in future years (NSW Intergenerational Report, 2021).

At a localised level, there were different spatial patterns resulting from the social and economic disruptions. For example, areas close to employment centres and those containing higher proportions of professional and technical services employees were more likely to experience a slower return to work compared to hubs with larger concentrations of essential workers.

Migration patterns may also be a demand-side risk for CBD and employment centre occupancy, as many visa holders returned to their countries of citizenship due to ineligibility for government support at a personal level. Over the last year, net migration has surged as nearly 400,000 migrants came to Australia, with 135,000 residing in NSW.. This is largely being driven by international students returning, departures are now lagging behind levels seen over the last decade. While net overseas migration increased, the natural increase in population fell by 23.4 per cent on the December quarter of 2021.

Residential demand for locations with high amenity and activity may increase in the post-lockdown environment, thereby attracting more residents and visitors. The Central Precinct and its surrounding area contain connections to key cultural and entertainment precincts located nearby, as well as a connection to health services, particularly for older people.

Universities and language institutions, who traditionally attracted high numbers of international students and/or researchers in major centres, may also play a role in shaping population and demographic trends in the study area. However, institutions may face challenges in re-capturing the share of the enrolment and researcher pipeline that sought out alternative markets following Australia's protracted border closures. In the short-term, there are likely impacts on population and housing trends, since international students represented a significant proportion of inner-city residents and were a key driver of the inner-city rental market.

Chapter 11 discusses the current Common Planning Assumptions for future population and employment growth in Greater Sydney, which were developed based on pre-COVID-19 assumptions.

#### 9.5.4 Property market trends

Housing affordability is becoming an increasing issue across Greater Sydney. The November 2021 Housing Market Update report from CoreLogic indicated that in the year to October 2021, median house prices had increased by 25.2 per cent, with average rental values increasing by 8.3 per cent over the same period. The breakdown by dwelling structure shows that price rises for houses have been much more significant than apartments (13.6 per cent annual increase). Apartments represent a dominant dwelling structure in and around the Central Precinct.

The Reserve Bank of Australia had kept interest rates at historically low levels, however the official interest rate was raised for the first time in a decade in May 2022 following a sharp rise in inflation. Since then, the interest rate has been increased multiple times and is now 4.1 per cent. Mortgage holders are currently paying a much larger portion of their income, with 25.1 per cent of the average income now being directed to mortgage repayments compared to 17 per cent in 2019 (The Guardian, 2023). This has put significant pressure on household budgets who are now looking for cutting major expenses in order to cover their mortgage. Despite a fall in house prices, the increased cost of living has lowered housing affordability to its worst point since the global financial crisis in 2008. The increase in interest rates has also affected rental affordability, with rental prices particularly in capital cities, overseeing large increases. Rents for apartment buildings through Sydney jumped 24 per cent in the space of a year (Domain, 2023).



The significant increases in median house prices are making housing very unaffordable for a large proportion of the population. Given the substantial difference in house price increases to unit prices, this suggests that buying a unit rather than a house may become the more attractive option for young families looking to enter the property market. This could therefore change the future household composition of future inner-city apartments, including those to be provided in and around the Central Precinct.

During the pandemic, pressures in the Sydney CBD rental market temporarily eased as properties became more affordable, relative to pre-pandemic times. This also coincided with supply side increases as large volumes of inner-city apartments being completed (RBA, 2020). Mirroring the trend observed in the commercial office market, some households who were less affected by the economic downturn took the opportunity to relocate into traditionally 'out of reach' areas.

There is also evidence that a proportion of short-term rentals (which tend to concentrate in the inner-city, were either re-listed as long-term rental accommodation, or delisted altogether (RBA, 2020). Tailoring this mix to suit the future rental needs of residents and visitors in the study area should be considered, complementing the significant need for SAH across the CoS LGA that could potentially be provided around the Central Precinct (CoS Local Housing Strategy, 2020).

In the commercial market, Sydney has recently entered the top five preferred destinations in the Asia Pacific for cross-border commercial real estate investment (CBRE, 2022). Any changes to the industry landscape and associated changes in employment opportunity may shape the local and regional population in terms of level of educational attainment, qualification and/or occupational mix.

As noted above, there is still uncertainty about the scale of overseas migration and what a 'normal' working environment will look like. Therefore, estimating the demand for future inner city rental apartments is challenging at this time.

# 10. Demographic context

This chapter details the social, economic, and demographic profile of the elected study area’s resident population and workers, and highlights how these trends have changed between 2016 and 2021.

## 10.1 Resident trends

This section profiles a range of demographic dimensions for the estimated resident population within the Central Station Precinct and surrounding precincts (collectively the elected study area at section 7.4). This wider precinct was adopted for the purposes of demographic analysis as there is currently negligible population within the master plan area.

Tables in this section have, where relevant, been conditionally formatted to show the distribution of change between 2016 and 2021.

The impact of COVID-19 is present in many of the datasets, often evident in reduced employment and population figures. For this reason, the 2016 census provides a helpful baseline. However, longer term impacts are likely to emerge which are not visible in this data – for instance, a decline in household sizes of around one per cent between 2020 and 2023 is estimated to have contributed to demand for an additional 120,000 dwellings nationwide (RBA, 2023). This decrease in average household sizes through COVID-19 has been understood to be a result of two things: firstly, increased demand for additional space as working from home was normalised. Demand was also likely induced by falls in rental prices – i.e., people were able to afford larger spaces as a glut of rental stock became available. NOM for the 2020/21 financial year was negative, compared to the 2018-19 year which recorded positive NOM of 84,540 people. Years 2019/20 and 2021/22 also had lower-than-usual migration, as illustrated within Table 8 (ABS 2022).

The Australian Government’s Centre for Population Projections (2023) assumes long-term NOM for NSW to be 75,400 per annum. This has been used to consider a theoretical aggregate shortfall of the years 2019-22, which was 113,430.

Table 8: Net Overseas Migration NSW 2017-18 to 2021-22

Financial year	2017-18	2018-19	2019-20	2020-21	2021-22(d)
Net overseas migration	90,650	84,540	57,890	-7,330	62,210
Delta/ change to long-term NOM			17,510	82,730	13,190
Cumulative delta				100,240	113,430

Source: SGS 2023, based on analysis from ABS 2022 [(d) indicates preliminary number] and the Centre for Population 2022



### 10.1.1 Total residents

Table 9 shows the residential population change for all precincts within the study area. The overall study area exhibited an intercensal fall in population of over 6,000 residents, which was driven by the impacts of COVID-19, particularly given the inner city included many international students who returned to their home countries during the pandemic. The Central Station Precinct and The Rocks and Circular Quay, however, managed growth in this period while all other precincts declined. The Central Station Precinct had the largest increase within the study area of 784 residents between 2016-21.

The largest reduction in total population within the study area took place in Darlinghurst and Potts Point, which had over 3,000 fewer residents in 2021 than 2016.

Table 9: Total residents, 2016-21

Precinct	2016	2021	Change	Average Annual Growth Rate
Central Station Precinct	7,735	8,519	784	1.95%
CBD	18,099	17,639	-460	-0.51%
The Rocks and Circular Quay	1,496	1,668	172	2.20%
Pymont	13,217	12,953	-264	-0.40%
Darlinghurst and Potts Point	28,587	25,319	-3,268	-2.40%
Ultimo Creative Industries Precinct	18,906	17,592	-1,314	-1.43%
Oxford Street	8,864	8,202	-662	-1.54%
Surry Hills Precinct	7,216	6,764	-452	-1.29%
Redfern and Surry Hills East	19,742	19,691	-51	-0.05%
Camperdown Health and Education	13,226	12,922	-304	-0.46%
Redfern and North Eveleigh	3,996	3,418	-578	-3.08%
South Eveleigh	495	451	-44	-1.84%
<b>Total</b>	<b>141,597</b>	<b>135,138</b>	<b>-6,459</b>	<b>-0.93%</b>

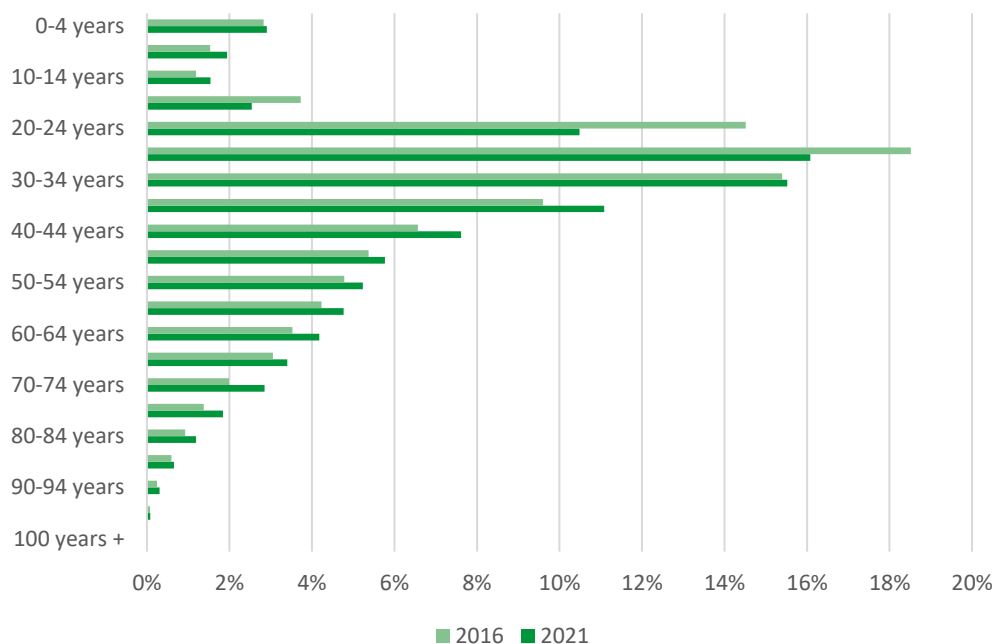
Source: ABS Census TableBuilder 2021, 2016

### 10.1.2 Population by age

Figure 11 and Figure 12 below show the age distribution of residents within the Central Station Precinct and the study area.

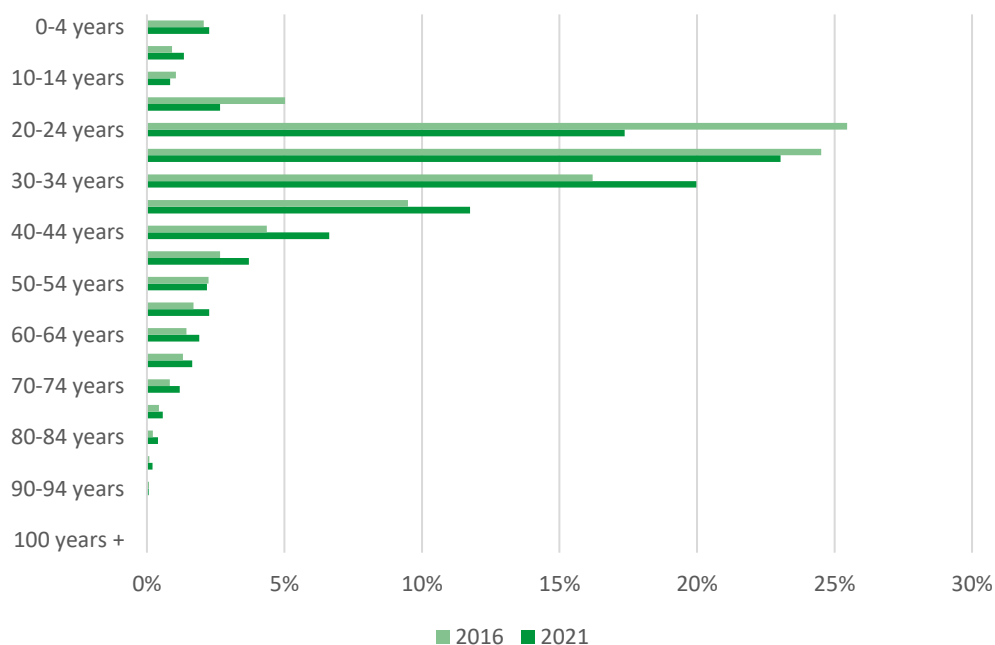
Both areas in 2021 have young populations, with high proportions of residents aged between 20 to 39 years. The Central Station Precinct population skews younger than the study area, with the 25-29 years age bracket representing over 20 per cent of the population at the 2021 Census.

Figure 11: Age of residents – study area



Source: ABS Census TableBuilder 2021, 2016

Figure 12: Age of residents – Central Station Precinct

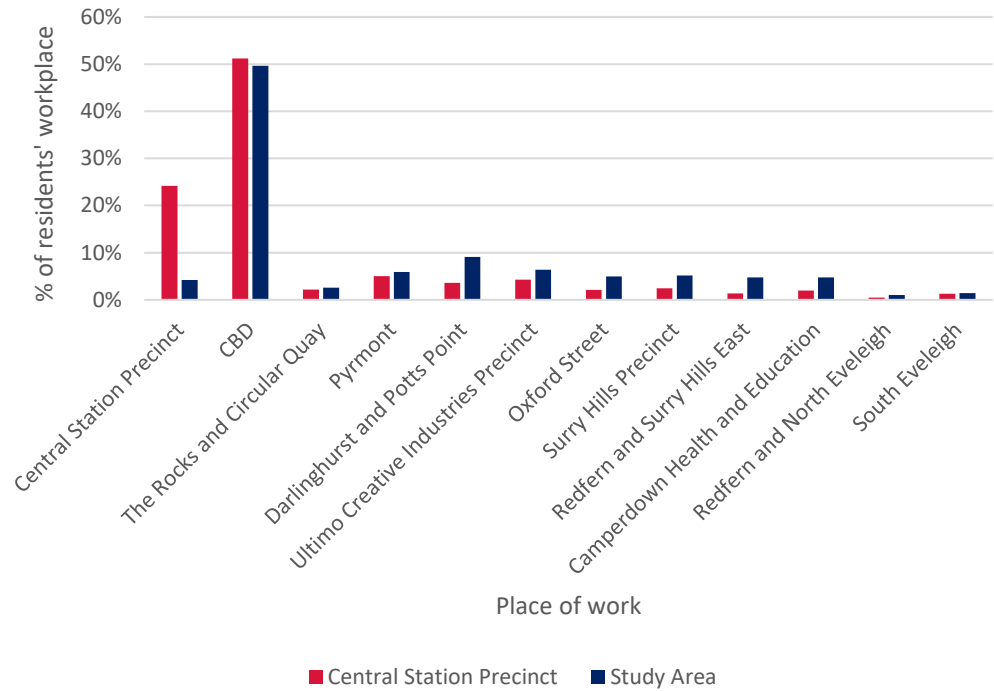


Source: ABS Census TableBuilder 2021, 2016

10.1.3 Place of work

Figure 13 shows the place of work of people who both lived and work in the study area. It shows that 24 per cent of those that live in the Central Station Precinct and work in the study area are working within the Precinct itself. Of the wider study area population who live and work in the study area only four per cent work within the Central Station Precinct.

Figure 13: Residents’ place of work (where place of work is within the study area), 2021



Source: ABS Census TableBuilder, 2021

Table 10 shows an overall reduction in residents of the study area working in the study area, in line with the overall population reduction discussed previously. The Rocks and Circular Quay had a significant decrease, which is likely linked to the impact of COVID-19 upon the hospitality and tourism industries. South Eveleigh illustrated the greatest gross increase in workers who live in the study area, however, this was from a low base. This was driven by the development of the precinct previously known as Australian Technology Park, with new commercial space having come online in 2019.

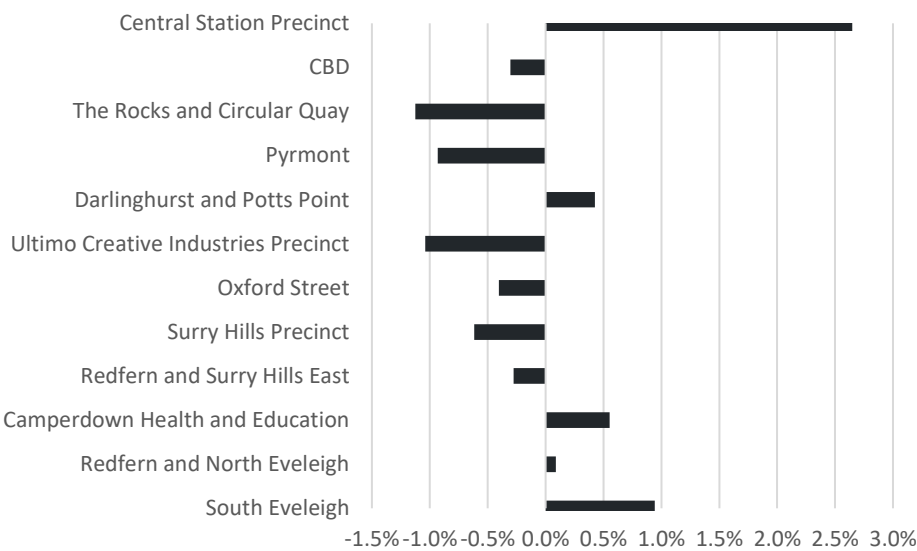
Table 10: Place of work of study area residents, 2016-21

Place (Precinct of work)	2016	2021	Change	Average Annual Growth Rate
Central Station Precinct	2,239	2,052	-187	-1.73%
CBD	25,537	24,210	-1,327	-1.06%
The Rocks and Circular Quay	1,761	1,274	-487	-6.27%
Pymont	3,125	2,878	-248	-1.64%
Darlinghurst and Potts Point	4,484	4,426	-59	-0.26%
Ultimo Creative Industries Precinct	2,971	3,122	151	1.00%
Oxford Street	2,195	2,429	234	2.05%
Surry Hills Precinct	2,429	2,517	88	0.72%
Redfern and Surry Hills East	2,158	2,333	175	1.57%
Camperdown Health and Education	1,922	2,329	407	3.92%
Redfern and North Eveleigh	505	496	-9	-0.36%
South Eveleigh	256	688	432	21.86%
<b>Total</b>	<b>49,580</b>	<b>48,751</b>	<b>-829</b>	<b>-0.34%</b>

Source: ABS Census TableBuilder 2016, 2021

Figure 14 illustrates the percentage change in residents of the Central Station Precinct who lived in the study area between 2016 and 2021. It indicates that the Central Station Precinct itself had the greatest proportionate increase in people who lived and worked in the same place, with South Eveleigh exhibiting the second-highest increase.

Figure 14: Place of work, Central Station Precinct residents, % change 2011-16

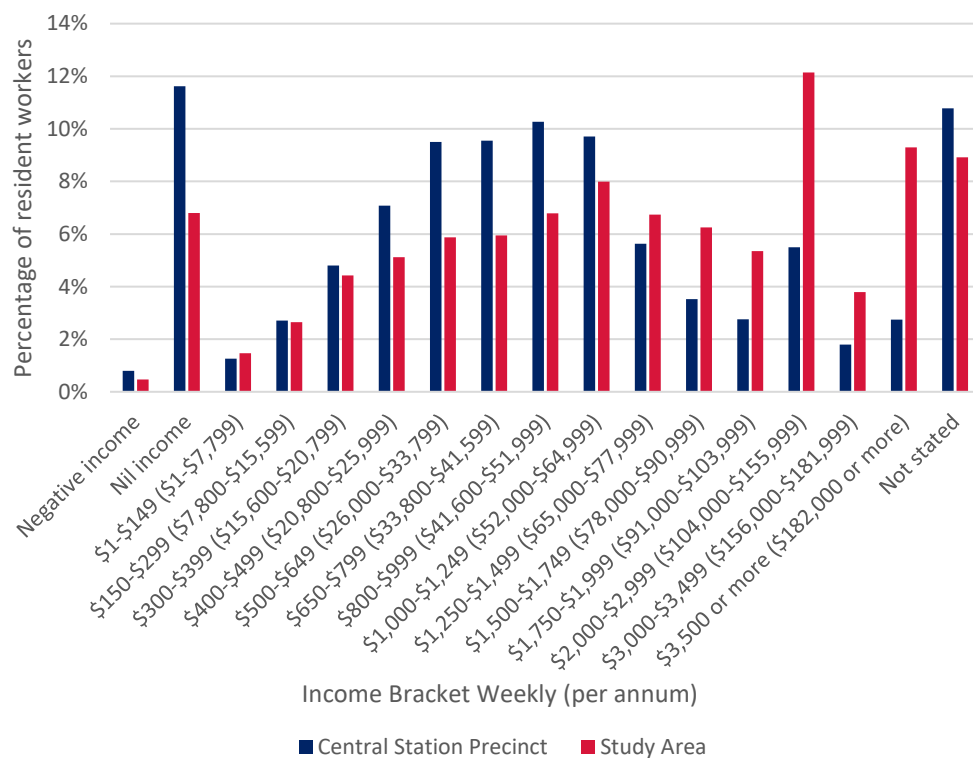


Source: ABS Census TableBuilder, 2021

#### 10.1.4 Personal income

The average weekly income of the Central Station Precinct and study area residents in 2021 is shown in Figure 15. The weekly income of Central Station Precinct residents is generally lower than the average of the study area residents, with a higher proportion of study area residents represented among the higher income brackets. A significantly higher proportion of Central Station Precinct residents reported nil income, or income up to \$1,000 per week. It is possible that this reflected a student population, some of whom may be on a student visa with capped working hours, and others working in industries affected by the COVID-19 restrictions and receiving government support at the time.

Figure 15: Personal income, 2021



Source: ABS Census TableBuilder, 2021



### 10.1.5 Household composition

Table 11 shows household composition cross both the Central Station Precinct and the study area. In 2016 and 2021, non-family households were the most common type, followed by one family households. The reduction in non-classifiable households (including visitors only) and increase in not applicable (which indicates empty dwellings) is indicative of the lack of tourism at the time of the Census.<sup>1</sup> Strong overall growth rates in total dwellings indicates ongoing development in the study area. The distribution of household composition in the Central Station Precinct and the study area is shown in Figure 16.

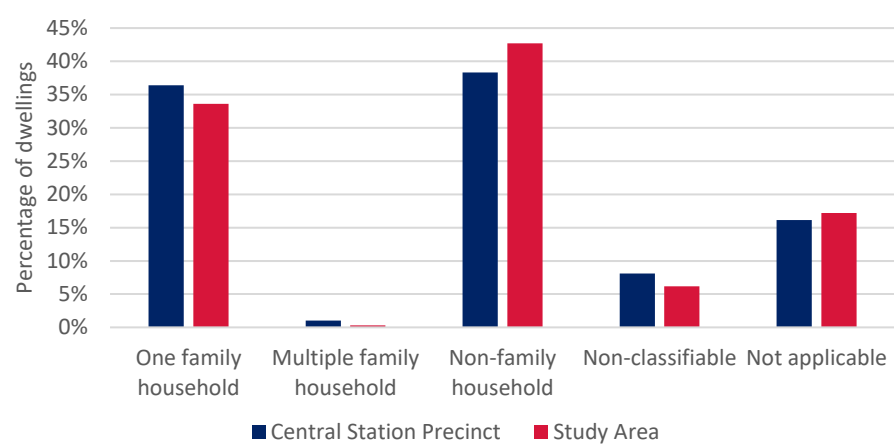
Table 11: Household composition, 2016-21

Household Composition	Central Station Precinct				Study Area			
	2016	2021	Change 2016 to 2021	Average Annual Growth Rate	2016	2021	Change 2016 to 2021	Average Annual Growth Rate
One family household	925	1,476	551	9.80%	25,207	27,324	2,117	1.63%
Multiple family household	53	41	-12	-5.00%	328	253	-75	-5.06%
Non-family household	1,050	1,554	504	8.16%	31,890	34,721	2,831	1.72%
Non-classifiable	478	328	-150	-7.25%	9,436	5,000	-4,436	-11.93%
Not applicable	216	654	438	24.81%	9,068	13,971	4,903	9.03%
<b>Total dwellings</b>	<b>2,722</b>	<b>4,054</b>	<b>1,332</b>	<b>8.29%</b>	<b>75,929</b>	<b>81,268</b>	<b>5,339</b>	<b>1.37%</b>

Source: ABS Census TableBuilder 2016, 2021

Figure 16: Household composition, 2021

<sup>1</sup> Categories are based on HHCD Household Composition from the 2016 ABS Census classifications and indicate whether or not a family is present on Census night and the number of families present. 'Non-family' refers to either a lone person household (i.e. a private dwelling with only one person aged 15 years or older) or a group household consisting of two or more unrelated people where all persons are aged 15 years and over. In group households, there are no reported couple relationships, parent-child relationships or other blood relationships (ABS, 2016). 'Non-classifiable' refers to visitor only households, or other not classified under the aforementioned categories.



Source: ABS Census TableBuilder 2021

### 10.1.6 Dwelling type

The dwelling types present in the Central Station precinct and study area in 2016 and 2021 are shown in Table 12. In the study area, the proportion of single dwelling houses fell between 2016 and 2021. The Central Station Precinct did not have separate houses nor semi-detached dwellings in the 2016 reporting year, however, small numbers are seen in the 2021 data. This may be due to data processing changes or fine-grain patterns of development in a rapidly developing area. Regardless, apartments were the most common dwelling type in both the Central Station Precinct and the study area in both Census years, which is indicative of an inner-city location and in line with smaller household compositions.

Table 12: Dwelling structure, 2016-21

Dwelling type	Central Station Precinct				Study Area			
	2016	2021	Change 2016 to 2021	Average Annual Growth Rate	2016	2021	Change 2016 to 2021	Average Annual Growth Rate
Separate house	0	8	8	N/A	503	667	164	6%
Semi-detached	0	13	13	N/A	12,082	12,426	344	1%
Apartment	2,525	3,947	1,422	9%	61,473	66,776	5,303	2%
Other	149	19	-130	-34%	952	498	-454	-12%
Not stated	10	38	28	31%	471	425	-46	-2%
Not applicable	38	29	-9	-5%	448	476	28	1%
<b>Total</b>	<b>2,722</b>	<b>4,054</b>	<b>1,332</b>	<b>8%</b>	<b>75,929</b>	<b>81,268</b>	<b>5,339</b>	<b>1%</b>

Source: ABS Census TableBuilder 2016, 2021

### 10.1.7 Rent ranges

Weekly residential rental prices in the Central Station Precinct and the study area reported in the Census are shown in Table 13. In both geographies, weekly rentals are skewed toward the higher price ranges. Between 2016 and 2021, the overall distributions of rents in the Central Station Precinct indicated that prices had fallen on average, with the study area rentals remaining largely similar in proportion.

The table is made up of percentages of each rent bracket as a percentage of the total, less the 'not applicable' category. This is to indicate the proportion of rents being paid relative to rental dwellings, not all dwellings (with the Not Applicable category including both vacant and owner-occupied dwellings). Note that ABS brackets of weekly rental data changed slightly between 2016 and 2021, with this being taken into account in the below tabulation.

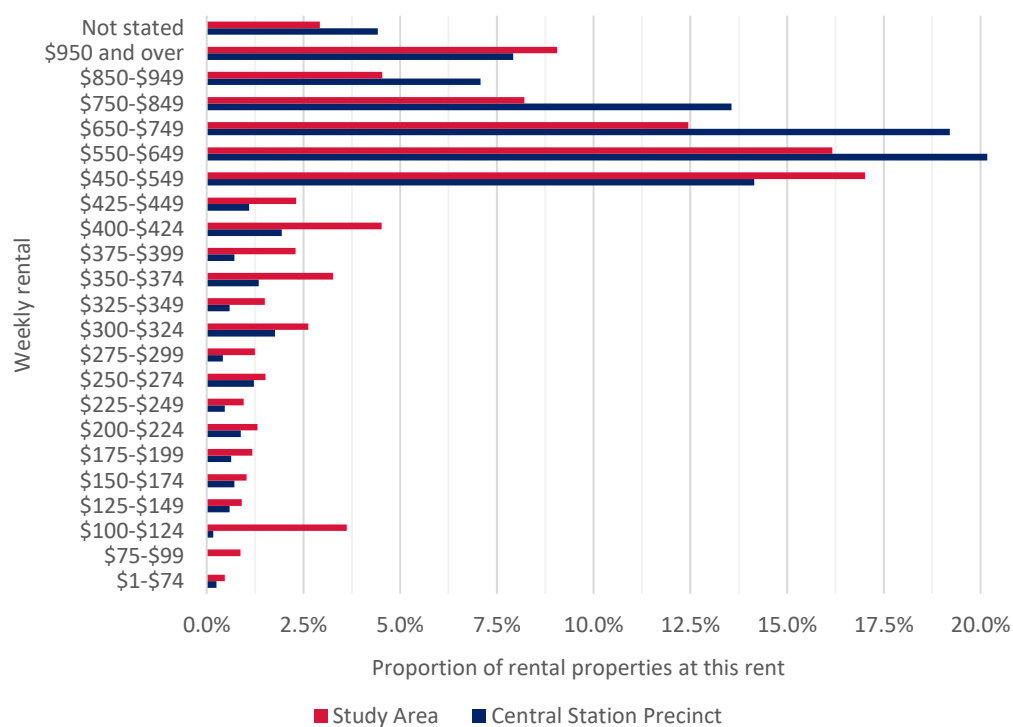
Table 13: Rent ranges (weekly)

Rent (weekly)	Central Station Precinct			Average Annual Growth Rate	Study Area			Average Annual Growth Rate
	2016	2021	Change		2016	2021	Change	
\$1-\$74	0.3%	0.3%	0.0%	-2.1%	0.9%	0.5%	-0.4%	-12.6%
\$75-\$99	0.0%	0.0%	0.0%	N/A	0.7%	0.9%	0.1%	3.3%
\$100-\$124	0.6%	0.2%	-0.5%	-23.3%	4.6%	3.6%	-1.0%	-4.7%
\$125-\$149	0.5%	0.6%	0.1%	3.6%	0.9%	0.9%	0.0%	0.4%
\$150-\$174	0.8%	0.7%	-0.1%	-1.6%	1.3%	1.0%	-0.3%	-5.1%
\$175-\$199	0.7%	0.6%	-0.1%	-2.1%	0.9%	1.2%	0.3%	6.6%
\$200-\$224	0.6%	0.9%	0.3%	6.9%	1.5%	1.3%	-0.2%	-3.0%
\$225-\$249	0.0%	0.5%	0.5%	N/A	0.9%	1.0%	0.0%	0.9%
\$250-\$274	1.3%	1.2%	-0.1%	-1.8%	1.2%	1.5%	0.3%	4.1%
\$275-\$299	0.3%	0.4%	0.1%	8.4%	1.8%	1.2%	-0.6%	-7.3%
\$300-\$324	1.2%	1.8%	0.6%	8.1%	3.3%	2.6%	-0.7%	-4.4%
\$325-\$349	0.0%	0.6%	0.6%	N/A	1.8%	1.5%	-0.3%	-3.1%
\$350-\$374	0.7%	1.3%	0.6%	13.9%	2.7%	3.3%	0.5%	3.6%
\$375-\$399	1.0%	0.7%	-0.3%	-6.2%	2.1%	2.3%	0.2%	1.4%
\$400-\$424	2.0%	1.9%	-0.1%	-1.0%	3.6%	4.5%	0.9%	4.8%
\$425-\$449	1.3%	1.1%	-0.2%	-2.9%	2.2%	2.3%	0.1%	0.8%
\$450-\$549	6.7%	14.2%	7.5%	16.2%	13.0%	17.0%	4.1%	5.6%
\$550-\$649	15.5%	20.2%	4.7%	5.4%	15.9%	16.2%	0.2%	0.3%
\$650-\$749	11.4%	19.2%	7.8%	11.0%	12.1%	12.4%	0.4%	0.6%
\$750-\$849	20.5%	13.6%	-6.9%	-7.9%	9.3%	8.2%	-1.1%	-2.5%
\$850-\$949	14.3%	7.1%	-7.2%	-13.1%	5.6%	4.5%	-1.0%	-4.0%
\$950 and over	14.1%	7.9%	-6.2%	-10.9%	10.1%	9.1%	-1.1%	-2.2%
Not stated	6.2%	4.4%	-1.8%	-6.5%	3.5%	2.9%	-0.5%	-3.3%
Not applicable (as percentage of total)	47.8%	41.4%	-6.4%	-2.8%	50.4%	48.7%	-1.7%	-0.7%
<b>Total</b>	<b>2,722</b>	<b>4,054</b>	<b>1,332</b>	<b>8.3%</b>	<b>75,919</b>	<b>81,268</b>	<b>5,349</b>	<b>1.4%</b>

Source: ABS Census TableBuilder 2016, 2021

Figure 17 compares the reported rents of the study area and the Central Station Precinct in 2021 directly. It shows that the Central Station Precinct has a greater concentration of rentals in the higher price brackets, with the study area more broadly exhibiting a wider range of price points. However, the study area has a larger percentage of rents falling in the highest price bracket of \$950 and over than the Central Station Precinct.

Figure 17: Rent ranges (weekly), 2021



Source: ABS Census TableBuilder 2021

### 10.1.8 Tenure and landlord type

Changes in tenure and landlord type are shown in Table 14. Between 2016 and 2021, the largest increases in tenure were seen in the category of dwellings rented from a real estate agent for both the Central Station Precinct and the study area. Broadly speaking, occupied dwellings in the study area and Central Station Precinct are more likely to be rented than owner occupied. There was also a decrease of 702 dwellings rented from a state or territory housing authority in the intercensal period.

Table 14: Landlord and tenure type 2016-2021

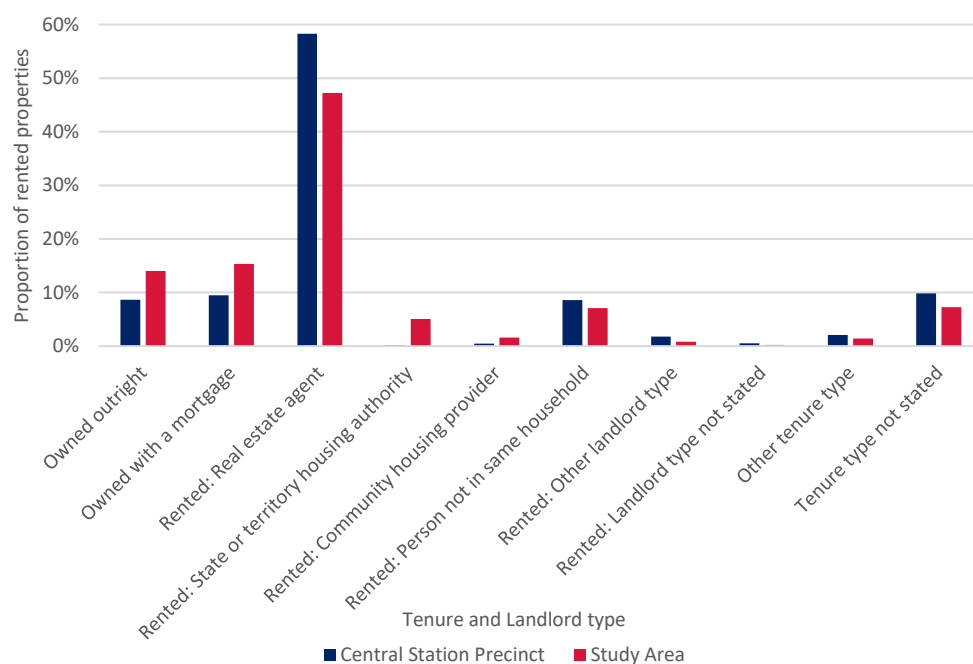
Landlord and Tenure Type	Central Station Precinct				Study Area			
	2016	2021	Change 2016 to 2021	Average Annual Growth Rate	2016	2021	Change 2016 to 2021	Average Annual Growth Rate
Owned outright	270	295	25	1.78%	8,455	9,448	993	2.25%
Owned with a mortgage	256	323	67	4.75%	10,168	10,325	157	0.31%
Rented: Real estate agent	1,104	1,983	879	12.43%	25,920	31,772	5,852	4.16%
Rented: State or territory housing authority	4	6	2	8.44%	4,098	3,396	-702	-3.69%
Rented: Community housing provider	5	15	10	24.56%	947	1,063	116	2.34%
Rented: Person not in same household	269	293	24	1.71%	6,118	4,760	-1,358	-4.89%
Rented: Other landlord type	53	61	8	2.84%	846	560	-286	-7.92%
Rented: Landlord type not stated	16	19	3	3.49%	366	149	-217	-16.45%
Other tenure type	23	70	47	24.92%	449	942	493	15.98%
Tenure type not stated	506	336	-170	-7.87%	9,497	4,881	-4,616	-12.46%
Tenure type not applicable	217	654	437	24.68%	9,063	13,972	4,909	9.04%
<b>Total</b>	<b>2,722</b>	<b>4,054</b>	<b>1,332</b>	<b>8.29%</b>	<b>75,929</b>	<b>81,268</b>	<b>5,339</b>	<b>1.37%</b>

Source: ABS Census TableBuilder 2016, 2021

A proportionate comparison of tenure and landlord types across the Central Station Precinct and the broader study area in Figure 18 reveals that the highest proportion of residents rent from a real estate agent in both geographies, up to nearly 60 per cent of occupied dwellings in the Central Station Precinct. The next-highest proportion is the home-owning cohort (combined with or without a mortgage), however there was also a significant non-response rate of almost 10 per cent. The broader study area illustrates a wider variation in tenure and landlord type.



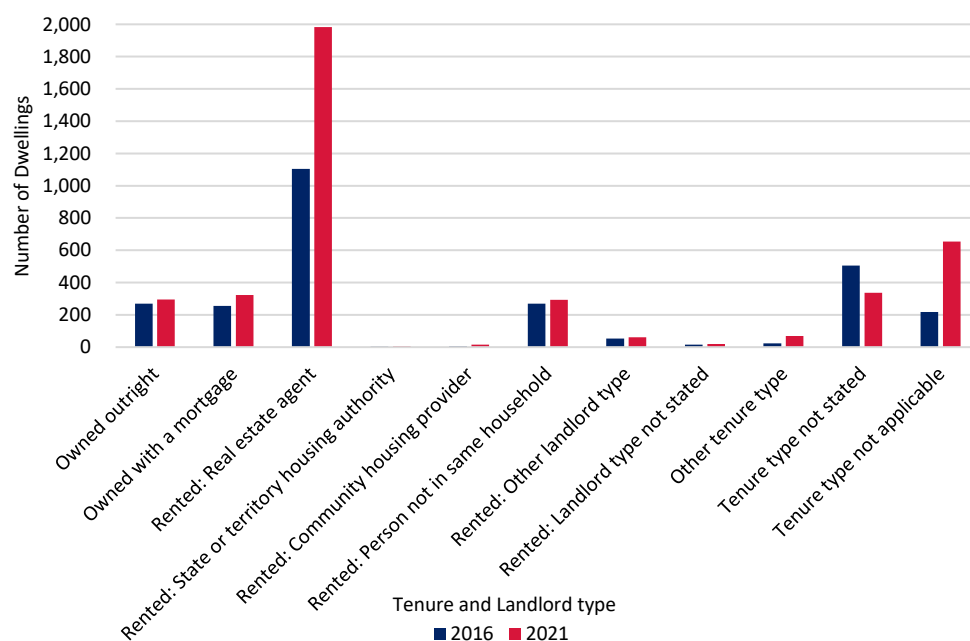
Figure 18: Landlord and tenure type proportions of occupied dwellings, 2021



Source: ABS Census TableBuilder 2021

Considering absolute numbers for the Central Station Precinct in Figure 19, the largest gross increase was again in dwellings rented from a real estate agent, however, there were also an additional 400 dwellings vacant on Census night, which is in line with the previous observations regarding the impact of COVID-19 restrictions.

Figure 19: Central station precinct – landlord and tenure type, 2016-21



Source: ABS Census TableBuilder 2016, 2021

### 10.1.9 Educational attainment

Within the categories of educational attainment, 'not applicable' applies to people aged under 15. Of those over 15, the largest cohort in the Central Station Precinct in 2016 was those with a secondary school level qualification, closely followed by those with a bachelor's degree, which, when considered with the age profile of the precinct, indicates a large proportion of tertiary students. This trend was reversed in 2021, with fewer secondary school qualified people by gross numbers. This is in line with the understanding that in 2021, there were fewer students in the Central Station Precinct, and the study area overall.

Compared with 2016, in 2021 there were more people with postgraduate degrees and bachelor's degrees in both the Central Station Precinct and the study area.

These trends are fully enumerated in Table 15 below.

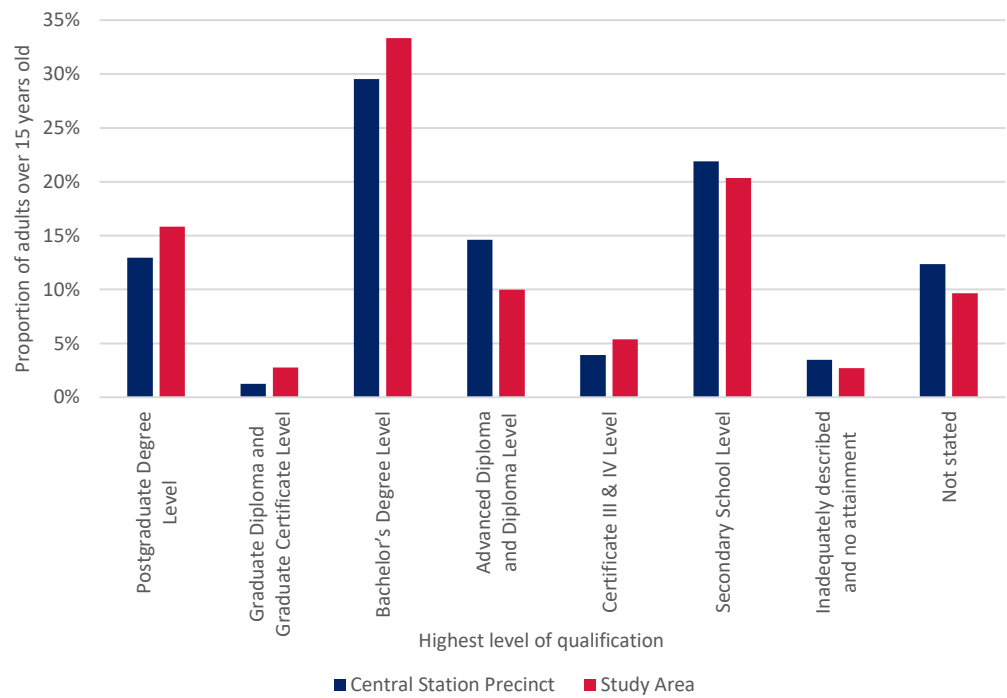
Table 15: Educational attainment

Highest Level of Educational Attainment	Central Station Precinct				Study Area			
	2016	2021	Change 2016 to 2021	Average Annual Growth Rate	2016	2021	Change	Average Annual Growth Rate
Postgraduate Degree Level	564	1,054	489	13.30%	16,104	20,039	3,935	4.47%
Graduate Diploma and Graduate Certificate Level	49	102	53	15.80%	2,865	3,483	618	3.98%
Bachelor's Degree Level	1,857	2,403	547	5.30%	39,775	42,189	2,414	1.19%
Advanced Diploma and Diploma Level	809	1,189	379	7.99%	11,401	12,619	1,219	2.05%
Certificate III & IV Level	248	318	70	5.10%	6,649	6,808	159	0.47%
Secondary School Level	2,271	1,782	-489	-4.73%	32,080	25,732	-6,348	-4.31%
Inadequately described and no attainment	220	282	62	5.10%	3,564	3,415	-149	-0.85%
Not stated	1,406	1,006	-400	-6.48%	21,314	12,223	-9,090	-10.52%
Not applicable	311	383	72	4.26%	7,846	8,630	784	1.92%
<b>Total</b>	<b>7,424</b>	<b>8,136</b>	<b>712</b>	<b>1.85%</b>	<b>133,751</b>	<b>126,508</b>	<b>-7,243</b>	<b>-1.11%</b>

Source: ABS Census TableBuilder 2016, 2021

Comparing the 2021 proportions of educational attainment of Central Station Precinct residents over 15 years old to the broader study area, Figure 20 shows broadly similar trends, with bachelors’ degrees being the most common level of qualification. However, the Central Station Precinct contains higher proportions of advanced diploma and secondary school level qualified people. The study area, by contrast, shows higher proportions of postgraduate degree and bachelor’s degree level qualifications. This is indicative of the Central Station Precinct having higher proportions of current tertiary students, with the study area more broadly having more residents who have already graduated and are in the employment market.

Figure 20: Educational attainment, 2016

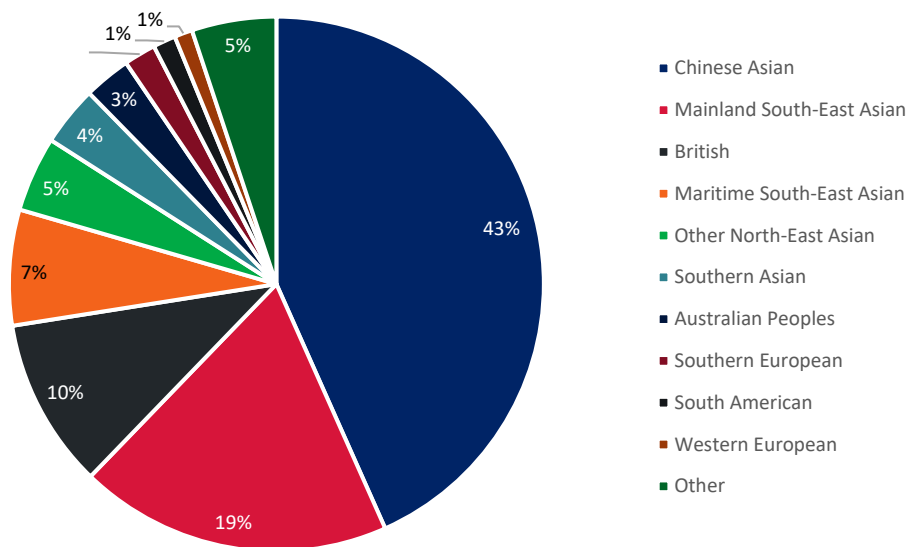


Source: ABS Census TableBuilder, 2021

10.1.10 Cultural and linguistic diversity

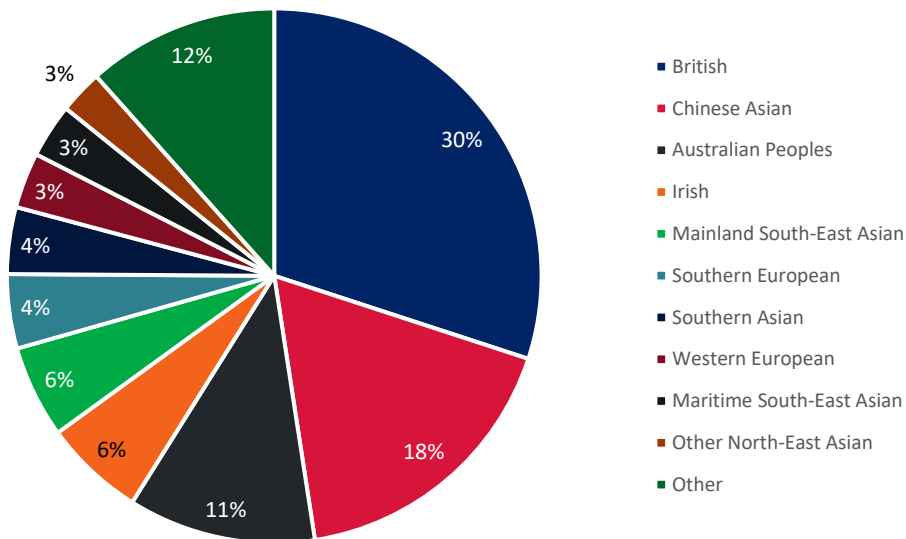
Figure 21 shows the composition of ancestry of residents within the Central Station Precinct, and Figure 22 that of the study area. In the Central Station Precinct, the top three regions of ancestry for residents were Chinese Asia, Mainland South-East Asia, and Britain. Within the wider study area, the top three regions of ancestry were Britain, Chinese Asia, and Australia.

Figure 21: Regions of ancestry – Central Station Precinct residents, 2021



Source: ABS Census TableBuilder, 2021

Figure 22: Region of ancestry – study area residents, 2021



Source: ABS Census TableBuilder, 2021

Considering linguistic diversity, Chinese is the most common language other than English spoken at home by residents within both the Central Station Precinct and study area, followed by Tai languages, and Southeast Asian and Austronesian languages (Table 16). Proportionally, nearly three times as many people spoke Chinese at home within the Central Station Precinct than the study area.

Table 16: Top 5 languages spoken at home (2-digit level), 2021

Central Station Precinct		Study Area	
Language Spoken at Home	Proportion of Population	Language Spoken at Home	Proportion of Population
Chinese	31%	Chinese	11%
Tai	17%	Tai	4%
Southeast Asian Austronesian Languages	11%	Southeast Asian Austronesian Languages	4%
Korean	2%	Iberian Romance	3%
Iberian Romance	2%	Indo-Aryan	2%

Source: ABS Census TableBuilder, 2021

### 10.1.11 Aboriginal and Torres Strait Islander people

Table 17 shows the number and proportion of people who identified as being of Aboriginal and/or Torres Strait Islander origin in 2016 and 2021, as well as the proportions of people who did not respond to the question on the Census. There was a relatively significant increase in people identifying as being of Aboriginal or Torres Strait Islander origin between Censuses, with fewer people not answering the question.

Table 17: Aboriginal and Torres Strait Islander residents

	Central Station Precinct			Study Area		
	2016	2021	Change 2016 to 2021	2016	2021	Change
Aboriginal, Torres Strait Islander, or both	9	16	7	1,338	1,700	362
<i>As a percentage of residents</i>	<i>0.1%</i>	<i>0.2%</i>	<i>0.1%</i>	<i>0.9%</i>	<i>1.3%</i>	<i>0.3%</i>
Not Stated	1,102	693	-409	18,946	9,466	-9,480
<i>As a percentage of residents</i>	<i>14.2%</i>	<i>8.1%</i>	<i>-6.1%</i>	<i>13%</i>	<i>7%</i>	<i>-6.4%</i>

Source: ABS Census TableBuilder 2016, 2021

Note that the total Aboriginal and Torres Strait Islander population reported within this section differs to the figures within the CoS Local Housing Strategy, as the adopted study area for this report is significantly smaller than what was adopted for the CoS Strategy.

Table 18 shows that in 2021, the most common industries of employment among the Aboriginal and Torres Strait Islander population were health care and social assistance, public administration and safety, and professional, scientific, and technical services. The proportion of Aboriginal and Torres Strait Islander people employed in the first two industries rose between 2011 and 2016, whereas it fell for health care and social assistance.

Table 18: Industry of employment of Aboriginal and Torres Strait Islander Residents in the Study Area, 2021

Industry of Employment	Proportion of Aboriginal and Torres Strait Islander residents employed within industry
Health Care and Social Assistance	6.5%
Public Administration and Safety	6.4%
Professional, Scientific and Technical Services	4.3%
Education and Training	3.6%
Financial and Insurance Services	3.2%

Source: ABS Census TableBuilder, 2021

### 10.1.12 Need for assistance

Need for assistance refers to the cohort of people needing help or assistance in one or more core areas of self-care, mobility and communication, whether due to disability, old age or a long-term health condition (ABS, 2022). The number and change in the number of people who require assistance between Censuses is shown within Table 19.

The Central Station Precinct saw an annual average growth rate of 9.67 per cent for residents requiring assistance from 2016 to 2021, compared to overall population growth of 1.95 per cent. Overall, the growth in residents needing assistance has been larger than the overall population growth. However, the average age of the study area also rose between 2016 and 2021, which is likely to be correlated with this observation, as older people are more likely to need assistance (ABS 2022).

Table 19: Residents' need for assistance

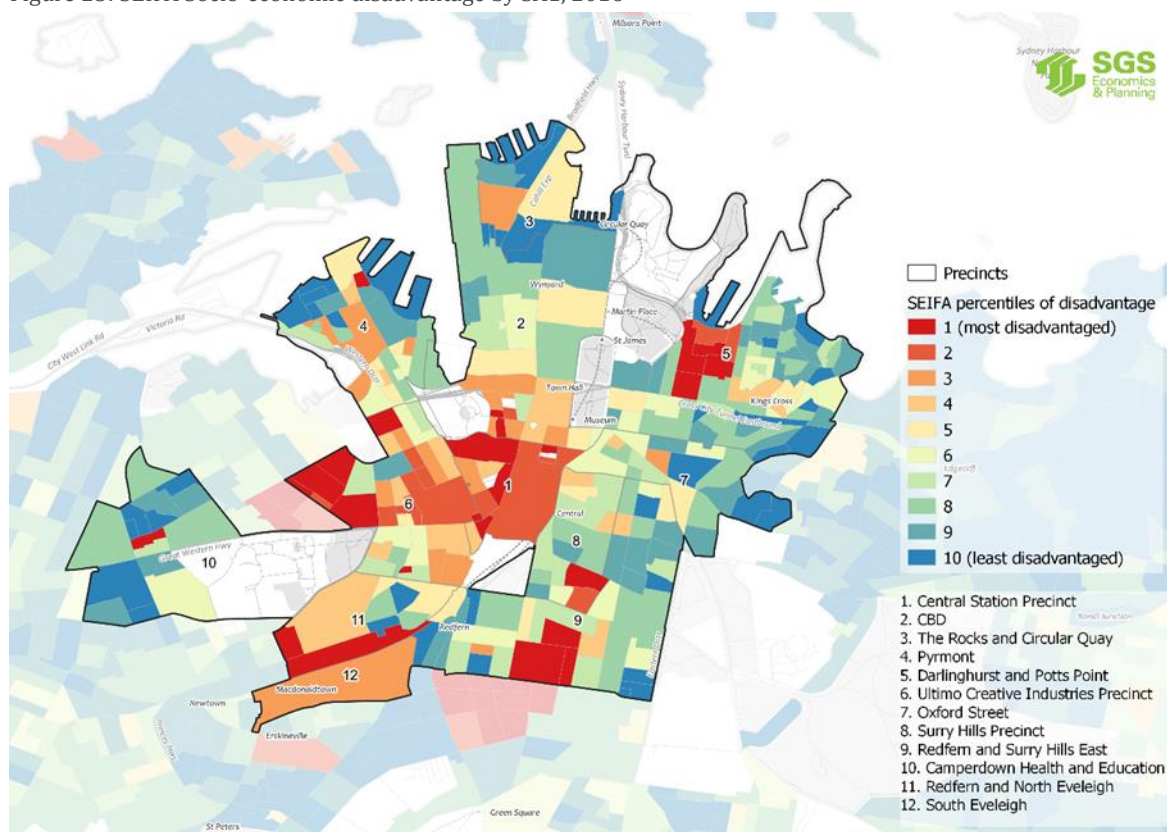
Precinct	2016	2021	Change 2016 to 2021	Average Annual Growth Rate	Population AAGR
Central Station Precinct	75	119	44	9.67%	1.95%
CBD	210	279	69	5.85%	-0.51%
The Rocks and Circular Quay	40	38	-2	-1.02%	2.20%
Pyrmont	231	330	99	7.39%	-0.40%
Darlinghurst and Potts Point	778	825	47	1.18%	-2.40%
Ultimo Creative Industries Precinct	399	507	108	4.91%	-1.43%
Oxford Street	205	194	-11	-1.10%	-1.54%
Surry Hills Precinct	265	236	-29	-2.29%	-1.29%
Redfern and Surry Hills East	829	847	18	0.43%	-0.05%
Camperdown Health and Education	189	244	55	5.24%	-0.46%
Redfern and North Eveleigh	89	96	7	1.53%	-3.08%
South Eveleigh	26	26	0	0.00%	-1.84%
<b>Total Study Area</b>	<b>3,336</b>	<b>3,741</b>	<b>405</b>	<b>2.32%</b>	<b>-0.93%</b>

Source: ABS Census TableBuilder 2016, 2021

### 10.1.13 Index of socio-economic disadvantage

The ABS' Socio-Economic Indexes for Areas (SEIFA) ranks areas in Australia by relative socio-economic advantage and disadvantage. This analysis shows that residents in the Central Station Precinct, the Ultimo Creative Industries Precinct and parts of Darlinghurst and Potts Point are some of the most disadvantaged areas relative to the national profile (Figure 23).

Figure 23: SEIFA Socio-economic disadvantage by SA1, 2016



Note: Some SA1s do not have available SEIFA data. Source: ABS SEIFA Index (2016)



## 10.2 Worker trends

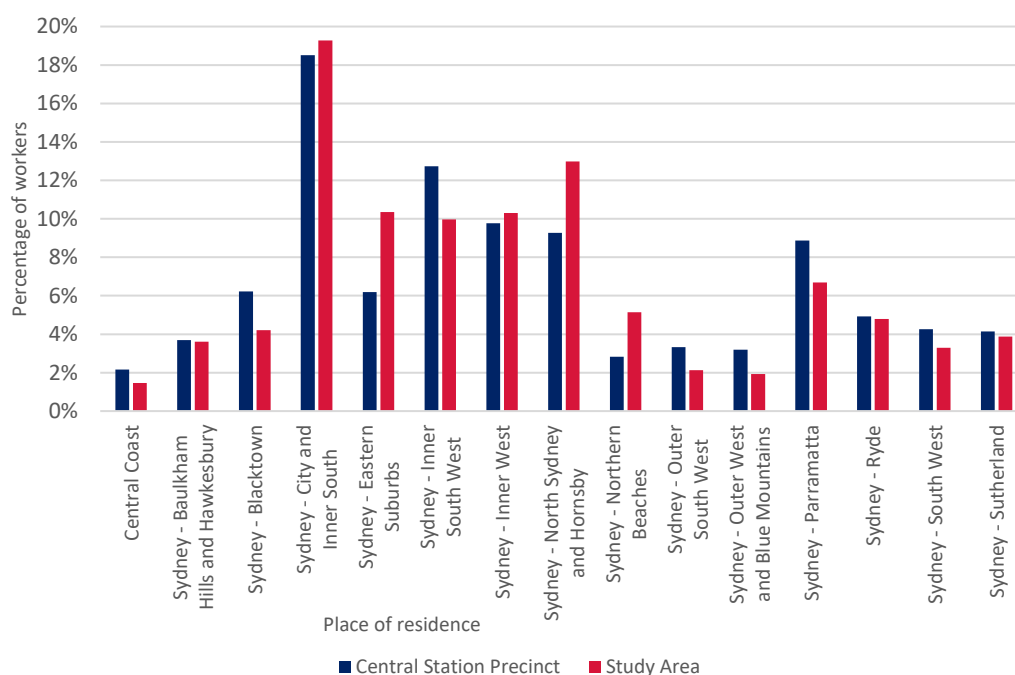
This section compares worker profiles for those based within the Central Station Precinct and the elected study area at section 7.4.

### 10.2.1 Place of usual residence

Workers based in the Central Station Precinct and study area travel from all regions of Greater Sydney, as illustrated in Figure 24. This reflects the Precinct's proximity to key public transport nodes and links that connect local and regional networks. As a proportion of Central Station Precinct employees, the most common areas of residence are the City and Inner South, the Inner South West, and Inner West.

For the wider study area workers, the proportion of City and Inner South residents is similar to the Central Station Precinct, however, there are more workers who are residents of North Sydney and Hornsby, and the Eastern Suburbs.

Figure 24: Workers' place of usual residence, 2021



Source: ABS Census TableBuilder 2021

### 10.2.2 Journey to work

Mode of transport to work is shown in Table 20. Public transport was the most common mode of travel for workers within the Central Station Precinct and the study area in 2016. For 2021, the largest proportion of workers either worked at home or did not go to work – this is in line with the Census occurring in the midst of COVID-19 restrictions and work from home orders. Of workers who attended the workplace, most used public transport, however there was a significant proportion in both the Central Station Precinct and study area who used private vehicles. While COVID-19 has resulted in higher rates of working from home, these results are unlikely to be indicative of longer term trends.

Table 20: Mode of travel to work, 2016-21

Mode of Transport	Central Station Precinct				Study Area			
	2016	2021	Change 2016 to 2021	Average Annual Growth Rate	2016	2021	Change 2011 to 2016	Change 2016 to 2021
Public transport	13,703	2,939	-10,764	-26.50%	286,471	46,215	-240,256	-30.57%
Active transport	1,879	792	-1,087	-15.86%	36,826	13,578	-23,248	-18.09%
Vehicle	3,156	1,634	-1,522	-12.34%	82,219	42,780	-39,439	-12.25%
Worked at home/did not go to work	1,801	14,188	12,387	51.11%	38,378	382,319	343,941	58.37%
Mode not stated	156	88	-68	-10.81%	3,563	1,771	-1,792	-13.05%
Other Mode	60	75	15	4.57%	2,518	2,340	-178	-1.46%
<b>Total</b>	<b>20,755</b>	<b>19,717</b>	<b>-1,038</b>	<b>-1.02%</b>	<b>449,975</b>	<b>489,004</b>	<b>39,029</b>	<b>1.68%</b>

Source: ABS Census TableBuilder 2016, 2021

### 10.2.3 Employment by industry

A comparison of the industries of employment of workers in the Central Station Precinct and the study area is shown in Table 21 and Figure 25. In the table, the industries are sorted by the most common industry of employment in the Central Station Precinct in 2021. In that year, the greatest proportion (24 per cent) of the Central Station Precinct's workforce were employed in public administration and safety. The most prevalent industry of employment within the study area was professional, scientific, and technical services, followed by financial and insurance services.

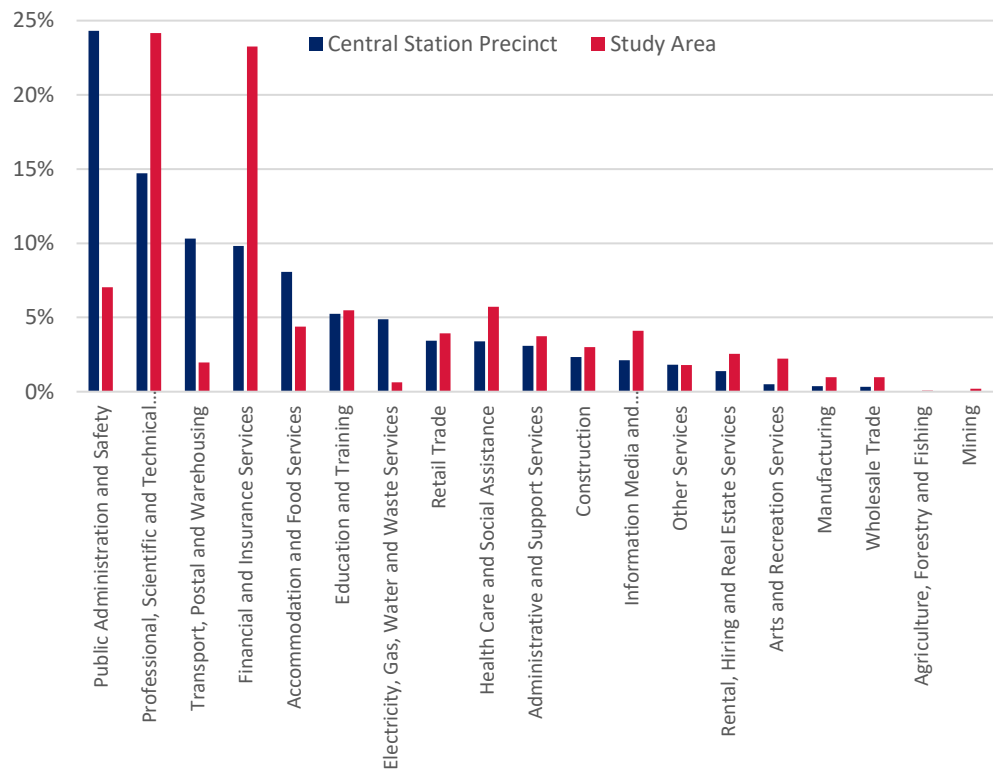
The average annual growth rates of industries of employment in the Central Station Precinct are shown in Figure 26. Between 2016 and 2021, the fastest growing industry of employment in the Central Station Precinct was electricity, gas, water, and waste Services (with an annual average growth rate of 23 per cent). In the broader study area, financial and insurance services was the fastest growing category (5.3 per cent).

Table 21: Employment by industry, 2021, percentage change, and average annual growth rate 2016-21

Industry	Central Station Precinct			Study Area		
	2021 %	Variation in % 2016-2021	AAGR 2016-2021	2021 %	Variation in % 2016-2021	AAGR 2016-2021
Public Administration and Safety	24.3%	-2.6%	-3.0%	7.0%	-0.7%	-0.4%
Professional, Scientific and Technical Services	14.7%	4.0%	5.4%	24.2%	3.5%	4.9%
Transport, Postal and Warehousing	10.3%	-0.6%	-2.2%	2.0%	0.0%	1.6%
Financial and Insurance Services	9.8%	3.2%	7.0%	23.3%	3.7%	5.3%
Accommodation and Food Services	8.1%	-3.5%	-8.0%	4.4%	-2.8%	-7.8%
Education and Training	5.2%	-1.9%	-6.9%	5.5%	-0.4%	0.3%
Electricity, Gas, Water and Waste Services	4.9%	3.2%	23.0%	0.6%	0.1%	4.3%
Retail Trade	3.4%	-1.5%	-7.8%	3.9%	-0.8%	-2.0%
Health Care and Social Assistance	3.4%	1.2%	7.6%	5.7%	0.3%	3.0%
Administrative and Support Services	3.1%	-1.1%	-6.9%	3.7%	-0.6%	-1.4%
Construction	2.3%	-0.1%	-1.5%	3.0%	-0.2%	0.4%
Information Media and Telecommunications	2.1%	0.8%	9.0%	4.1%	-1.6%	-4.9%
Other Services	1.8%	-0.5%	-5.4%	1.8%	-0.2%	-0.3%
Rental, Hiring and Real Estate Services	1.4%	-0.2%	-3.6%	2.5%	0.0%	1.6%
Arts and Recreation Services	0.5%	-0.5%	-13.0%	2.2%	-0.2%	0.0%
Manufacturing	0.4%	-0.1%	-7.2%	1.0%	0.0%	1.0%
Wholesale Trade	0.3%	0.0%	0.3%	1.0%	-0.1%	0.6%
Agriculture, Forestry and Fishing	0.0%	0.0%	-12.9%	0.1%	0.0%	-1.3%
Mining	0.0%	0.0%		0.2%	0.0%	-1.1%
<b>Total Workers</b>			<b>-1.0%</b>			<b>1.7%</b>

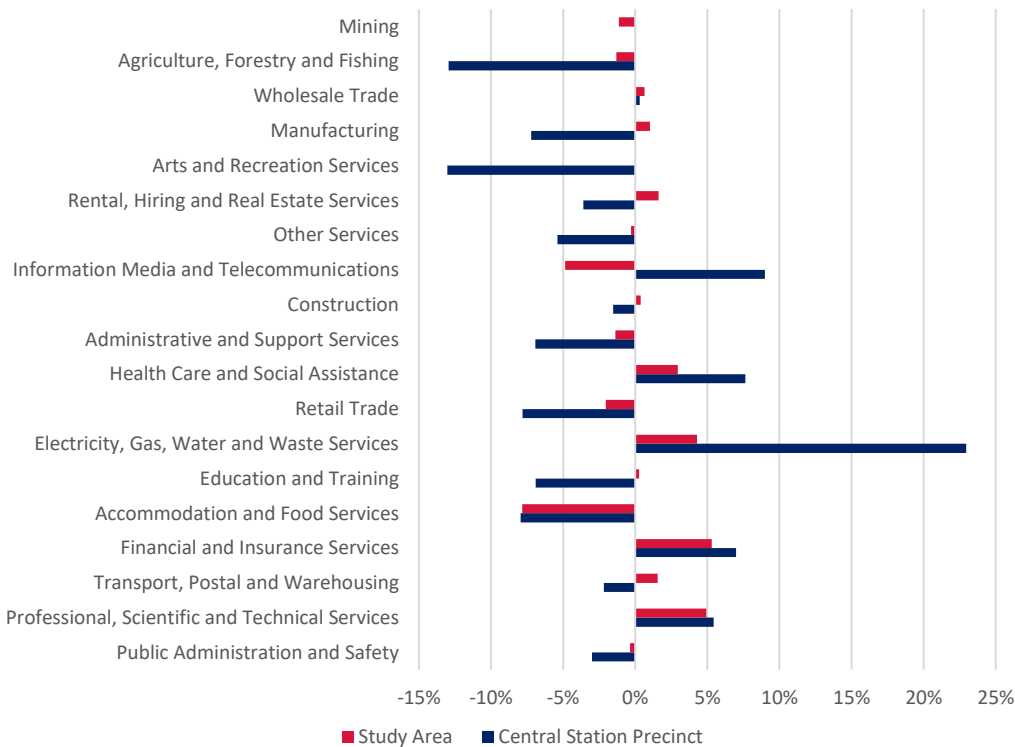
Source: ABS Census TableBuilder, 2016, 2021

Figure 25: Employment by industry, 2021



Source: ABS Census TableBuilder 2021

Figure 26: Average annual growth rate, industry of employment 2016-21



Source: ABS Census TableBuilder 2016, 2021

### 10.2.4 Employment by occupation

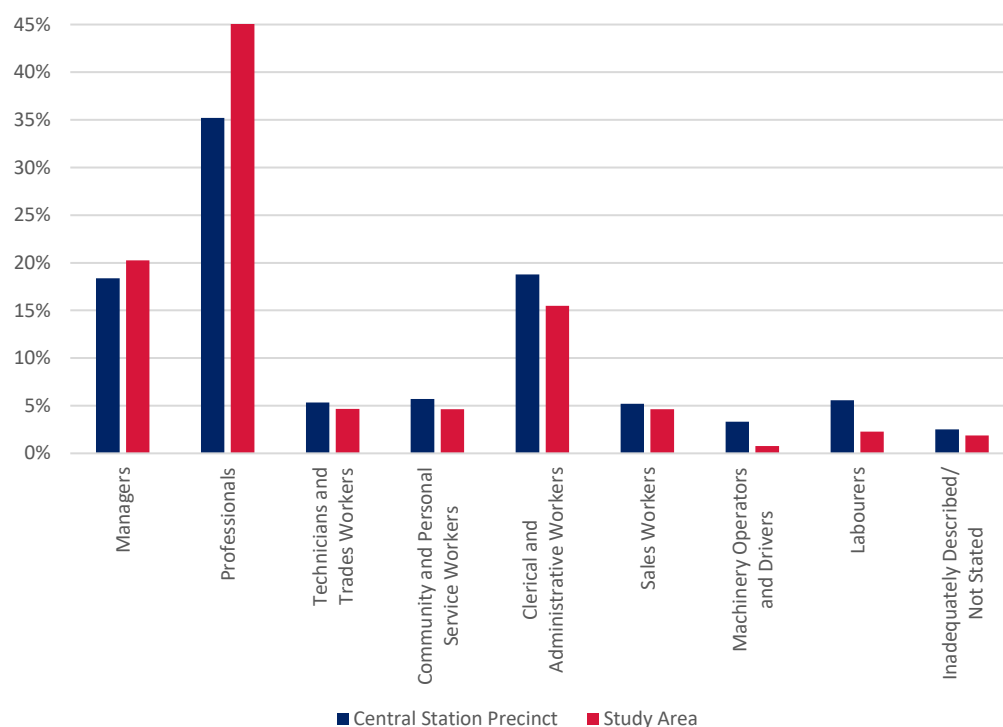
As shown in Table 22, Figure 27, and Figure 28, in the Central Station Precinct and across the study area, professionals are the dominant occupation (over 35 per cent), followed by managers and clerical and administrative workers.

Table 22: Employment by occupation

Occupation	Central Station Precinct				Study Area			
	2016	2021	Change 2016 to 2021	Average Annual Growth Rate	2016	2021	Change 2016 to 2021	Average Annual Growth Rate
Managers	3,413	3,620	208	1.19%	80,067	99,006	18,939	4.34%
Professionals	6,251	6,942	691	2.12%	180,382	221,948	41,566	4.23%
Technicians and Trades Workers	1,438	1,054	-384	-6.03%	27,179	22,796	-4,383	-3.46%
Community and Personal Service Workers	1,668	1,127	-540	-7.53%	28,882	22,614	-6,268	-4.78%
Clerical and Administrative Workers	4,273	3,701	-571	-2.83%	76,926	75,768	-1,158	-0.30%
Sales Workers	1,416	1,023	-393	-6.30%	28,633	22,710	-5,923	-4.53%
Machinery Operators and Drivers	613	653	40	1.26%	3,693	3,821	128	0.68%
Labourers	1,204	1,100	-103	-1.78%	15,062	11,222	-3,840	-5.72%
Inadequately Described/Not Stated	477	497	20	0.82%	9,151	9,120	-31	-0.07%
<b>Total</b>	<b>20,752</b>	<b>19,717</b>	<b>-1,035</b>	<b>-1.02%</b>	<b>449,974</b>	<b>489,004</b>	<b>39,030</b>	<b>1.68%</b>

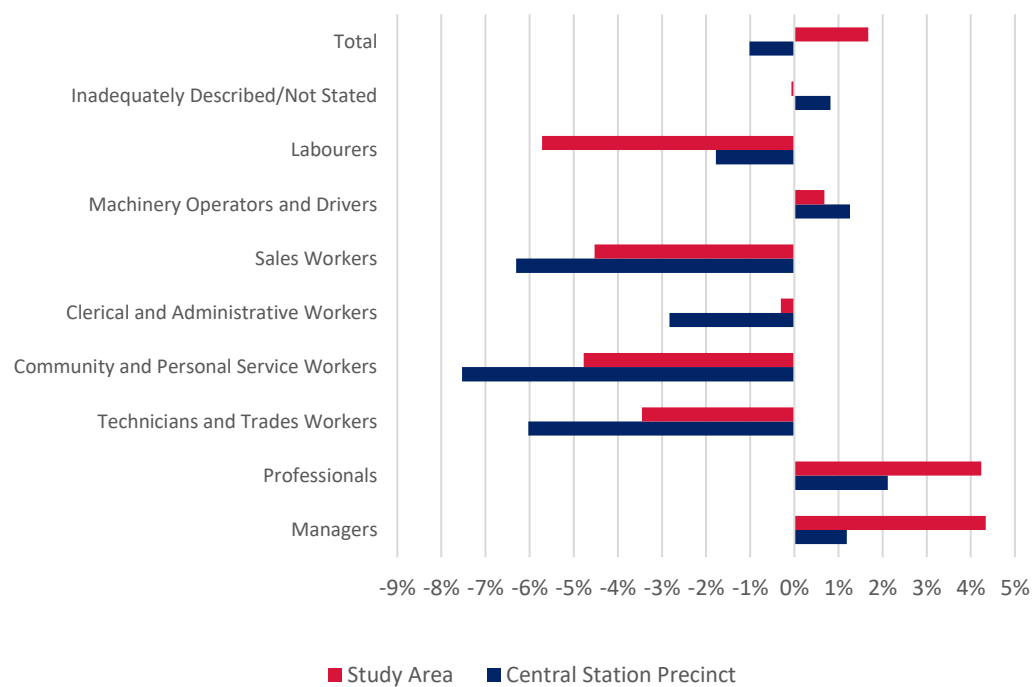
Source: ABS Census TableBuilder 2016, 2021

Figure 27: Employment by occupation, 2021



Source: ABS Census TableBuilder, 2021

Figure 28: Employment by occupation – Average annual growth rate 2016-21

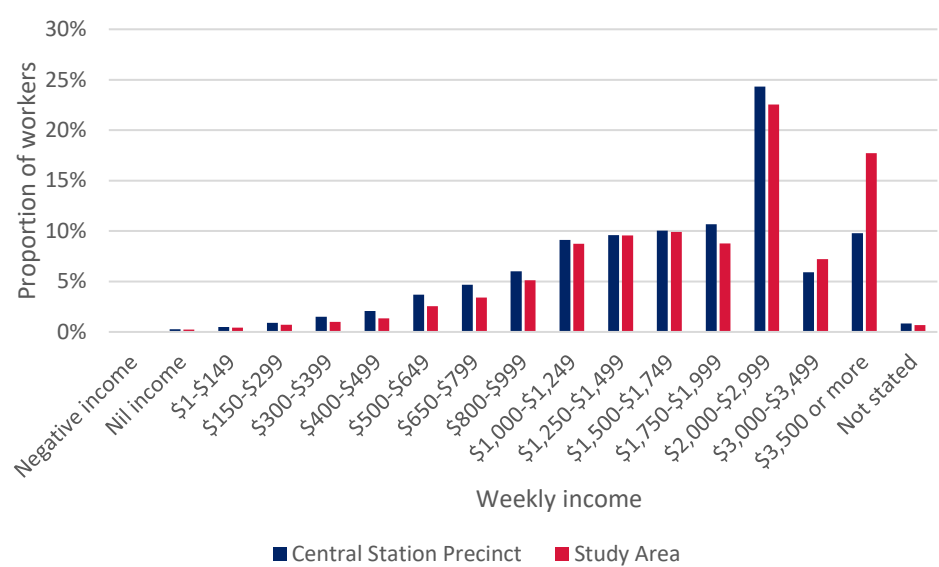


Source: ABS Census TableBuilder 2016, 2021

10.2.5 Personal income

The personal income of workers in both the Central Station Precinct and the study area is relatively high, as shown in Figure 29. Workers in the study area broadly have higher incomes than those in the Central Station Precinct, with 18 per cent earning in the highest bracket of \$3,500 or more.

Figure 29: Personal income of workers in Central Station Precinct and the study area, 2021



Source: ABS Census TableBuilder, 2021



### 10.3 Summary of demographic context

- Despite a net reduction in total population across the study area due to COVID-19 impacts on NOM, the Central Station Precinct recorded the largest population increase within the study area between 2016-21 (784 residents).
- Over 20 per cent of the population of the Central Station Precinct are aged between 25-29, and the Precinct has a younger profile than the wider study area.
- There was an overall reduction in residents of the study area who were also working in the study area between Censuses. In particular, The Rocks and Circular Quay saw a significant decrease, which is likely linked to the impact of COVID-19 upon the hospitality and tourism industries. South Eveleigh illustrated the greatest gross increase in workers who live in the study area. Despite this study area trend, the Central Station Precinct itself had a proportionate increase in people who lived and worked in the same place (roughly 25 per cent). Of those that live and work within the study area only about three per cent work within the Central Station Precinct.
- On average, residents of the Central Station Precinct had a lower weekly income in comparison with the rest of the study area. Between 2016 and 2021, the overall distribution of rents in the Central Station Precinct indicates that prices had fallen on average, with the study area rentals remaining largely similar in proportion. The Central Station Precinct has a greater concentration of rentals in the higher price brackets, with the study area more broadly exhibiting a wider range of price points as of the 2021 Census.
- There were strong overall growth rates in the total number of dwellings, indicating ongoing development in the study area. Apartments were the most common dwelling type in both the Central Station Precinct and the study area across Census periods, with the majority housing one family or non-family households.
- Around 43 per cent of the Central Station Precinct's residents were of Chinese Asian ancestry, compared with only 18 per cent in the wider study area, where a majority (30 per cent) were of British ancestry.
- As an employment hub, the Central Station Precinct and study area have a wide reach, drawing workers from all areas of Greater Sydney. This reflects the area's accessibility and connectivity to local and regional networks. For 2021, the largest proportion of workers either worked at home or did not go to work – this is in line with Census occurring in the midst of COVID-19 restrictions, with results unlikely to be indicative of longer term trends.
- In 2021 the greatest proportion (24 per cent) of the Central Station Precinct's workforce were employed in public administration and safety. The most prevalent industry of employment within the study area was professional, scientific, and technical services (24 per cent), followed by financial and insurance services (23 per cent).
- In the Central Station Precinct and across the study area, professionals are the dominant occupation (over 35 per cent), followed by managers and clerical and administrative workers.

## 10.4 Opportunities and constraints for Central Precinct

The analysis of demographic and worker trends highlight several opportunities and constraints for the Central Precinct, discussed below.

### Opportunities

- **Balance a Tech industry specialisation with a diversified local economy.** The Central Precinct's technology specialisation, anchored by the commitment of global tech firm Atlassian to base their global headquarters in the development, represents an important lever for positioning the Precinct competitively in international markets. This is likely to be strengthened by the facilitating role of universities in streamlining early-stage tech development and subsequent opportunities for employment and product development in the Central Precinct.

Notwithstanding the Tech focus, a concurrent focus on a diversified economy will benefit local businesses and other industry specialisations already present in the vicinity, such as the wider cultural precinct stretching from Ultimo through to Surry Hills and Eveleigh. Moreover, a diversified economy encourages multidisciplinary collaboration, such as the opportunities in film and television production, software and gaming that is described under the Creative Tech Axis.

The resumption of international travel in February 2022 and international student arrivals is a related opportunity, enabling institutions to tap into a wider talent pool.

- **The importance of Affordable Housing needs to be addressed.**

The CoS Local Housing Strategy 2020 (Housing For All) identifies a target of 7.5 per cent of all private housing will be social housing, with a total target of 23,380 dwellings to be social or affordable housing stock. The Central Station Precinct provides a major opportunity for delivery of a significant portion of this target on Government owned land, in line with this policy.

Delivery of SAH within the Central Station Precinct is also ideally located to offer supporting critical infrastructure to residents such as public transport, retail amenity that is not dependent on car travel, and employment opportunities in a range of industries. These dwellings would be in proximity to existing SAH in Surry Hills and Glebe with access to the established social support networks and service providers already catering to these communities' specific needs. This provides opportunities to consolidate services for more effective and efficient delivery to a larger community base.

Delivery of SAH as part of the Central Station Precinct should be integrated into the overall development intentions and design considerations, ensuring this community is not isolated or segregated, creating a blended and diverse inner-city community.

The policy of providing at least 30 per cent SAH in residential development taking place on government land (Greater Cities Commission, 2022) should act as a floor for SAH housing in the Central Station Precinct.

- **Consider Build to Rent as a lever for increasing affordable housing supply.** There is an opportunity to consider less traditional models of housing development and ownership to mitigate the potential impacts of master plan

development on affordable housing supply and associated risks of displacing lower-income renters.

Given the lower income status of Central Station Precinct residents, the high proportion of renters in the broader study area and declining rates of home ownership, the Build to Rent model offers a potential way to diversify housing choice, improve housing security through longer term leasing structures and attract institutional investment.

However, the regulatory and taxation environment may be a barrier to institutional build to rent, with a strong cultural legacy of ownership as the preferred household tenure.

- **Central as a place to live and work locally.** In the future, there is an opportunity for the Central Precinct to develop its competitive advantage as a place to live, work and socialise locally. Transport connectivity, existing cultural amenity and the employment potential arising from the master plan development will not only serve the needs of the local population, but will generate regional 'export' opportunities, such as the attraction of students, workers and visitors from other areas of Greater Sydney. There is already some evidence that – relative to the broader study area – the Central Precinct and its immediate surrounds is increasingly sought after as a place to live and work, as this area experienced the greatest increase in residents who both lived and worked locally between the two most recent Censuses.

Notwithstanding the migration impacts of the COVID-19 pandemic in recent years, international travel resumed in February 2022 and international students are being supported in their return to Australia, presenting opportunities rebuild the vital role of international students and visitors in the local economy.

- **Central as a connector.** The Central Station precinct can play two distinct but inter-related roles. The first is as a connection facilitator, linking those arriving or departing via the interchange to other precincts such as Haymarket/Chinatown, Ultimo (via an extension to the Goods Line), East-West into Surry Hills and Chippendale (through improved above and below-ground connections), and south to Redfern (via active transport routes). This knits Central into the wider fabric of Tech Central and the wider CBD-Airport corridor.
- **Central as part of a wider cultural precinct.** There are opportunities for existing arts and cultural institutions to diversify their mode of delivery, leveraging a growing trend away from the 10am – 5pm museum to incorporate dedicated space for temporary exhibitions in and around the Central Precinct. This could create opportunities to advocate and broadcast the cultural diversity of local residents and encourage local cultural production, noting that the Central Station Precinct is more culturally and linguistically diverse than the broader study area (its top three regions of ancestry area Chinese Asia, Mainland South-East Asia and Maritime South-East Asia).

First Nations consultation commissioned as part of another package of work for the Central Precinct development also highlights that there is currently minimal recognition of First Nations historical events and stories within the current precinct design, and that the representation of Aboriginal culture, heritage and defining moments of Aboriginal history could be improved through master plan provision of spaces for Indigenous business and other activities in Central Precinct.

## Constraints

- **Uncertain commercial future.** The impact of COVID-19 has dramatically altered how many businesses in commercial centres can and do operate. The changes to working practices have resulted in fewer full time, in-office workers, and also impacted lifestyle trends such as changing household preferences for dwelling types and location. Notwithstanding a committed anchor tenant (Atlassian) in the Western Gateway to support economic growth and development in priority industries, technology and professional services industries are adept at remote working, and may therefore influence where people choose to reside compared to pre-pandemic settlement patterns.
- **A competitive higher education market.** Despite the precinct's proximity to universities, there is some uncertainty around the strength of international demand for Australian higher education. Student preferences may have shifted in recent years – both in terms of institution of choice and mode of study – as the border closures forced both prospective and existing international students to look for international degree pathways. A discussion paper from the Melbourne Centre for the Study of Higher Education<sup>2</sup> notes that the pandemic has magnified existing pressures, such that the international student market may be slow to recover despite the opening of borders. Some universities may be constrained in their ability to reposition their offerings and curate courses tailored to future need, such as short courses and microcredentials in emerging industries.
- **International competition for industry attraction.** Commercialising an idea, innovation or great piece of research is a key driver of new sources of revenue, jobs and industries, and the lifeblood of increasingly knowledge-intensive economies. There is evidence that Australian research breakthroughs and inventions are being taken overseas to be commercialised. Tech Central may therefore need to compete with other places, international and domestic, to attract sectors and/or businesses. Tech Central will need to rely on its competitive advantage and industry partnerships to establish a unique offering for prospective businesses. Greater government support, funding and universities also have a role in providing incentives to increase commercialisation and stimulate jobs growth.
- **Competition from other precincts for amenities.** The Central precinct does and will continue to face competition to attract night-time and weekend activity from other parts of the CBD and surrounds. The precinct currently has little by way of activities, and while the master plan is predicated on changing this, it will face competition for these activities from established precincts elsewhere. Barangaroo has developed a strong evening economy through its waterfront restaurant strip, which continues south into Darling Harbour. This has the benefit of waterfront amenity, as does Circular Quay. Surry Hills, Chippendale and Chinatown all have established dining and drinking identities with authentic and well-scaled urban forms. Oxford Street is also actively trying to resuscitate its vibrancy.

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<sup>2</sup> Melbourne Centre for the Study of Higher Education (2020), *A post-coronavirus pandemic world: some possible trends and their implications for Australian higher education*, [https://melbourne-cshe.unimelb.edu.au/\\_data/assets/pdf\\_file/0010/3371941/a-post-coronavirus-world-for-higher-education\\_final.pdf](https://melbourne-cshe.unimelb.edu.au/_data/assets/pdf_file/0010/3371941/a-post-coronavirus-world-for-higher-education_final.pdf)

## 11. Common planning assumptions projections

This section discusses the Travel Zone Projections 2022 for Greater Sydney, the CoS LGA, the elected study area for this report (comprising Central Station Precinct and its surrounds) as well as for the Central Station development itself, which is the focus of the master plan activity. It focuses on projections for estimated resident population, employment, employment by broad industry category and household sizes.

### 11.1 TZP22 assumptions

Transport for NSW (TfNSW) produces Travel Zone Projections (TZP) for population, workforce and employment for NSW TZs as an input into a variety of travel models, including the Strategic Travel Model (STM). The projections are developed to support a strategic view of NSW and are aligned with the NSW Government Common Planning Assumptions.

The projections represent a likely urban and regional future based on current data, trends, and an understanding of policy/structural changes that may impact the future. The TZP projections are not based on specific assumptions about new transport infrastructure in the future. However, they take into account known land-use developments underway or planned, as well as strategic plans.

The travel Zone Projections 2022 (TZP22) was released in October 2022. Its key inputs are:

- Census data (ABS, 2016)
- Population projections (DPE, 2022)
- Housing supply forecasts (DPE, 2021)
- Employment forecasts (Treasury)
- Industry forecasts (Victoria University), and
- a custom-built Future Employment Developments Database (FEDD) (TfNSW).

These projections represent an understanding of impacts of COVID-19 in reduced growth rates between 2016 and 2026, with growth after 2026 similar to trends used for TZP19.

It should also be noted that the 2021 ABS Census data as discussed in Chapter 10 should help inform understanding of recent trends, and caution should be applied when using TZP data at small geographies (<https://www.transport.nsw.gov.au/data-and-research/reference-information/travel-zone-projections-2022-tzp22>)

### 11.1.1 Greater Sydney summary

TZP22 projects that Greater Sydney will be home to 2.35 million additional residents by 2056, as shown in Table 23. The spatial distribution sees higher growth in the Central and Western City Districts, which reflects the Greater Sydney Region Plan for a Metropolis of Three Cities and its vision to rebalance access to housing, jobs, infrastructure and services for residents across Greater Sydney. The overall rate of growth for Greater Sydney is approximately 1.02 per cent per annum. Growth rates for the Lower Hunter and Greater Newcastle, Central Coast, and Illawarra-Shoalhaven cities are also provided, in line with the GCC's upcoming Region Plan.

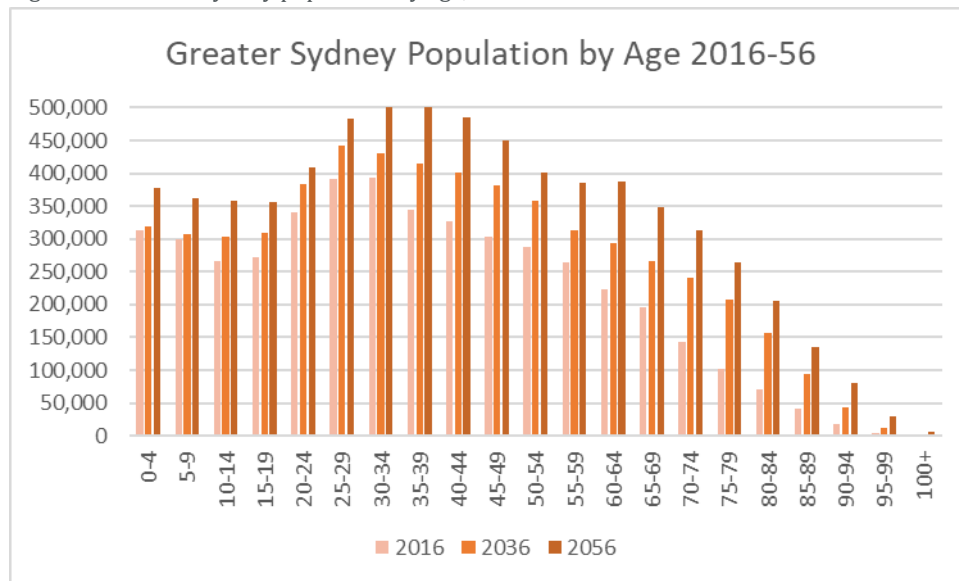
Table 23: ERP population summary by GCC City

GCC City	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-2056 AAGR
Central River City	1,488,212	1,612,200	1,691,646	1,826,961	1,961,969	2,097,690	2,228,945	2,354,042	2,473,435	1.28%
Eastern Harbour City	2,143,177	2,248,796	2,279,664	2,374,393	2,458,909	2,535,202	2,604,343	2,664,683	2,719,224	0.60%
Western Parkland City	1,056,923	1,143,712	1,197,921	1,287,772	1,393,742	1,509,346	1,623,984	1,734,030	1,840,230	1.40%
<b>Greater Sydney Total</b>	<b>4,688,312</b>	<b>5,004,708</b>	<b>5,169,231</b>	<b>5,489,125</b>	<b>5,814,620</b>	<b>6,142,238</b>	<b>6,457,273</b>	<b>6,752,756</b>	<b>7,032,889</b>	<b>1.02%</b>
Lower Hunter and Greater Newcastle City	570,076	604,316	643,410	687,414	731,276	775,092	817,131	856,618	894,610	1.13%
Central Coast City	336,611	347,475	360,341	375,289	389,916	404,265	417,654	429,718	440,981	0.68%
Illawarra-Shoalhaven City	404,622	428,238	454,774	488,824	523,539	558,429	592,143	624,385	655,540	1.21%
<b>Six Cities Total</b>	<b>5,999,621</b>	<b>6,384,736</b>	<b>6,627,756</b>	<b>7,040,651</b>	<b>7,459,350</b>	<b>7,880,024</b>	<b>8,284,201</b>	<b>8,663,477</b>	<b>9,024,020</b>	<b>1.03%</b>

Source: SGS 2023 using TZP22 projections

Figure 30 shows the changing age profile of Greater Sydney, with more growth anticipated in older age brackets. Increasing life expectancy and declining fertility rates are projected to lead to a rise in the share of older persons. There are policy and planning implications for the Central Precinct and surrounding developments, with the creation of age friendly cities and communities needed to support this transition and attract diverse visitation.

Figure 30: Greater Sydney population by age, 2016-56



Source: SGS 2023 using TZP22 projections

Table 24 shows that under the TZP22 assumptions, Greater Sydney is projected to add approximately 1.28 million jobs between 2016 and 2056. The Western Parkland City is anticipated to grow the fastest at 1.79 per cent per annum, more than doubling its number of jobs due to focused development around the Aerotropolis. The Eastern City District is still projected to maintain strong jobs growth, but at a slower rate.

Table 24: Employment summary by GCC City

GCC District	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-2056 AAGR
Central River City	608,583	656,717	713,761	749,593	800,878	851,186	893,458	935,462	969,906	1.17%
Eastern Harbour City	1,485,825	1,620,660	1,702,709	1,730,984	1,785,879	1,847,567	1,912,838	1,964,676	2,013,934	0.76%
Western Parkland City	376,888	412,711	458,390	490,005	537,453	595,739	655,296	715,488	765,665	1.79%
<b>Greater Sydney Total</b>	<b>2,471,297</b>	<b>2,690,088</b>	<b>2,874,860</b>	<b>2,970,581</b>	<b>3,124,210</b>	<b>3,294,492</b>	<b>3,461,592</b>	<b>3,615,626</b>	<b>3,749,505</b>	<b>1.05%</b>
Lower Hunter and Greater Newcastle City	264,380	287,184	333,658	347,255	374,507	399,725	416,441	432,731	447,227	1.32%
Central Coast City	123,819	133,617	136,334	138,356	141,621	146,122	151,360	154,814	158,292	0.62%
Illawarra-Shoalhaven City	159,798	176,568	187,615	194,776	216,635	226,677	234,279	242,769	250,247	1.13%
<b>Six Cities Total</b>	<b>3,019,294</b>	<b>3,287,456</b>	<b>3,532,467</b>	<b>3,650,968</b>	<b>3,856,974</b>	<b>4,067,016</b>	<b>4,263,671</b>	<b>4,445,940</b>	<b>4,605,271</b>	<b>1.06%</b>

Source: SGS 2023 using TZP22 projections



The broad industry breakdown of Greater Sydney's jobs growth to 2056 is shown in Table 25. Approximately 467,000 (36 per cent) of additional jobs in the region will be in knowledge intensive industries, followed by 355,00 jobs (27 per cent) in health and education. A slower rate of employment growth is forecasted in Greater Sydney's industrial and population serving industries.

Table 25: Employment by broad industry category, Greater Sydney 2016-56

Broad Industry Category	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-2056 AAGR
Health and Education	469,121	545,208	600,271	627,754	661,799	704,466	744,465	787,371	824,617	1.42%
Industrial	467,216	451,524	463,618	492,909	521,299	550,582	577,625	602,113	622,623	0.72%
Knowledge Intensive	783,862	893,746	990,644	1,019,351	1,067,797	1,118,847	1,170,382	1,213,726	1,251,150	1.18%
Population Serving	751,097	799,610	820,326	830,567	873,315	920,598	969,120	1,012,417	1,051,114	0.84%
<b>Greater Sydney Total</b>	<b>2,471,297</b>	<b>2,690,088</b>	<b>2,874,860</b>	<b>2,970,581</b>	<b>3,124,210</b>	<b>3,294,492</b>	<b>3,461,592</b>	<b>3,615,626</b>	<b>3,749,505</b>	<b>1.05%</b>

Source: SGS 2023 using TZP22 projections

The industry breakdown of jobs by GCC district in 2016 and 2056 are shown in Table 26 and Table 27, alongside its percentage share of jobs within each district. The largest increase in in job numbers is projected to be in knowledge intensive industries in the Eastern City District (+287,214 jobs between 2016-56), followed by the health and education industries in the Central River City, and population-serving industries in the Western Parkland City.

Table 26: 2016 employment by GCC district and broad industry category

GCC District	Knowledge Intensive	Health and Education	Population Serving	Industrial	Total
Central River City	128,363 (21%)	124,942 (21%)	195,135 (32%)	160,144 (26%)	608,583 (100%)
Eastern Harbour City	595,477 (40%)	260,183 (18%)	421,172 (28%)	208,994 (14%)	1,485,825 (100%)
Western Parkland City	60,022 (16%)	83,997 (22%)	134,790 (36%)	98,079 (26%)	376,888 (100%)
<b>Greater Sydney Total</b>	<b>783,862 (32%)</b>	<b>469,121 (19%)</b>	<b>751,097 (30%)</b>	<b>467,216 (19%)</b>	<b>2,471,297 (100%)</b>
Lower Hunter and Greater Newcastle City	54,693 (21%)	65,277 (25%)	93,243 (35%)	51,168 (19%)	264,380 (100%)
Illawarra-Shoalhaven City	32,692 (20%)	42,417 (27%)	59,361 (37%)	25,328 (16%)	159,798 (100%)
Central Coast City	22,775 (18%)	31,927 (26%)	49,106 (40%)	20,011 (16%)	123,819 (100%)
<b>Six Cities Total</b>	<b>894,021 (30%)</b>	<b>608,742 (20%)</b>	<b>952,806 (32%)</b>	<b>563,724 (19%)</b>	<b>3,019,294 (100%)</b>

Source: SGS 2023 using TZP22 projections



Table 27: 2056 employment by GCC district and broad industry category

GCC District	Knowledge Intensive	Health and Education	Population Serving	Industrial	Total
Central River City	230,335 (24%)	250,357 (26%)	284,785 (29%)	204,429 (21%)	969,906 (100%)
Eastern Harbour City	882,690 (44%)	379,923 (19%)	510,520 (25%)	240,801 (12%)	2,013,934 (100%)
Western Parkland City	138,125 (18%)	194,337 (25%)	255,809 (33%)	177,394 (23%)	765,665 (100%)
<b>Greater Sydney Total</b>	<b>1,251,150 (33%)</b>	<b>824,617 (22%)</b>	<b>1,051,114 (28%)</b>	<b>622,623 (17%)</b>	<b>3,749,505 (100%)</b>
Lower Hunter and Greater Newcastle City	100,656 (23%)	136,097 (30%)	139,743 (31%)	70,731 (16%)	447,227 (100%)
Illawarra-Shoalhaven City	32,516 (21%)	44,890 (28%)	58,407 (37%)	22,478 (14%)	158,292 (100%)
Central Coast City	56,423 (23%)	74,158 (30%)	86,675 (35%)	32,991 (13%)	250,247 (100%)
<b>Six Cities Total</b>	<b>1,440,746 (31%)</b>	<b>1,079,761 (23%)</b>	<b>1,335,939 (29%)</b>	<b>748,824 (16%)</b>	<b>4,605,271 (100%)</b>

Source: SGS 2023 using TZP22 projections

### 11.1.2 City of Sydney LGA summary

TZP22 projects that the CoS LGA will be home to an additional 120,000 residents by 2056, as shown in Table 28. The overall rate of growth is approximately 1.13 per cent per annum. The common planning assumptions projection is lower than those contained in the CoS's Local Housing Strategy (June 2020), which forecast 339,498 residents in the LGA by 2036, as the Strategy would not have reflected the slower growth generated from COVID-19 impacts.

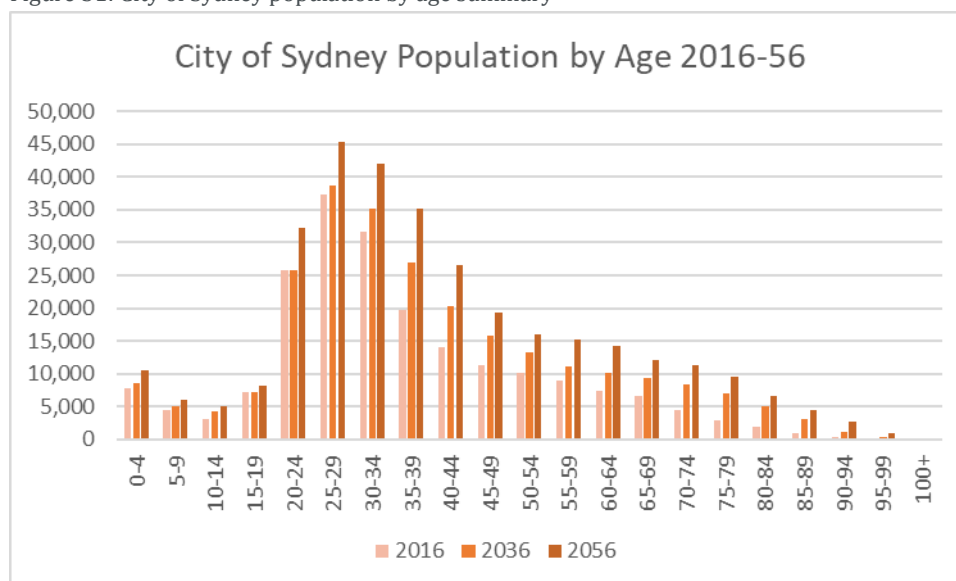
Table 28: City of Sydney ERP population summary

LGA	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-2056 AAGR
City of Sydney	222,835	240,292	236,714	254,865	275,302	295,163	313,770	331,421	348,633	1.13%

Source: SGS 2023 using TZP22 projections

Figure 31 overleaf shows the changing age profile in the CoS. Unlike the Greater Sydney trend, the highest-growth demographic is in working age people between 25 and 49 years of age.

Figure 31: City of Sydney population by age summary



Source: SGS 2023 using TZP22 projections

The CoS is projected to add 240,678 jobs between 2016 and 2056, as shown in Table 29. Over 70 per cent of all additional jobs will be in knowledge intensive industries. Similar to the Greater Sydney trend, health and education are projected to be the fastest growing industries of employment, with an average annual growth rate of 1.05 per cent per annum.

Table 29: Employment by broad industry category, City of Sydney LGA 2016-56

Broad Industry Category	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-2056 AAGR
Health and Education	62,077	71,570	76,489	78,650	81,720	84,985	88,075	91,346	94,400	1.05%
Industrial	45,102	42,985	42,902	44,503	45,608	47,496	49,462	51,131	52,546	0.38%
Knowledge Intensive	340,461	388,301	429,929	442,854	461,171	474,194	487,163	500,063	510,940	1.02%
Population Serving	130,808	137,055	132,928	132,363	136,885	142,308	149,634	155,470	161,239	0.52%
<b>City of Sydney Total</b>	<b>578,447</b>	<b>639,910</b>	<b>682,249</b>	<b>698,370</b>	<b>725,383</b>	<b>748,983</b>	<b>774,334</b>	<b>798,010</b>	<b>819,124</b>	<b>0.87%</b>

Source: SGS 2023 using TZP22 projections

### 11.1.3 Precinct level summary

For the purposes of profiling demographic and employment trends, this report elects a study area which extends beyond the Central Precinct development to include adjacent precincts. Section 7.4 of this report defines and maps the study area. Therefore, this section reports precinct level projections for the area comprising:

- the Central Precinct development and its immediate surrounds, which this report terms the 'Central Station Precinct', and
- adjacent precincts within the broader CBD, i.e. precincts 2-11 in Figure 5.

The TZP22 projections estimate there will be approximately 245,250 residents across all precincts in the study area in 2056, shown in Table 30. This represents an average annual growth rate of 1.25 per cent. By contrast, the Central Station Precinct is projected to experience a higher growth rate of 1.8 per cent per annum.

Table 30: ERP summary by precinct

Precinct	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-2056 AAGR
Central Station Precinct	7,930	8,225	7,727	8,883	10,003	11,586	13,131	14,657	16,173	1.80%
Sydney CBD	18,864	19,267	18,080	20,909	24,664	30,190	35,557	40,855	46,121	2.26%
The Rocks and Circular Quay	2,347	2,212	2,075	2,424	2,633	2,888	3,133	3,374	3,612	1.08%
Pyrmont	14,092	14,927	14,947	15,791	17,042	17,899	18,730	19,531	20,315	0.92%
Darlinghurst and Potts Point	30,779	32,280	31,682	33,876	37,149	41,222	45,011	48,563	51,954	1.32%
Ultimo Creative Industries Precinct	20,624	24,272	23,949	26,043	28,729	30,623	32,383	34,087	35,771	1.39%
Oxford Street	9,830	9,977	9,961	10,268	10,458	10,501	10,517	10,505	10,478	0.16%
Surry Hills Precinct	8,071	8,574	8,579	9,885	10,628	10,568	10,448	10,288	10,110	0.56%
Redfern and Surry Hills East	19,846	20,300	19,899	21,371	22,326	23,357	24,225	25,025	25,799	0.66%
Camperdown Health and Education	11,473	12,409	12,386	12,767	13,508	14,417	15,284	16,108	16,921	0.98%
Redfern and North Eveleigh	4,884	5,300	5,214	5,382	5,487	5,679	5,867	6,037	6,204	0.60%
South Eveleigh	525	524	507	526	539	728	1,006	1,276	1,543	2.73%
<b>Precincts total</b>	<b>149,266</b>	<b>158,268</b>	<b>155,007</b>	<b>168,126</b>	<b>183,167</b>	<b>199,658</b>	<b>215,292</b>	<b>230,306</b>	<b>245,000</b>	<b>1.25%</b>

Source: SGS 2023 using TZP22 projections

Further projections consider the structural private dwelling (SPD) stock – this comprises all dwellings, occupied and unoccupied. An analysis of SPD projections in Table 31 illustrates growth broadly in line with the anticipated population, including the same annual average growth rate across the selected timeframe. The dwelling stock in the Central Station Precinct, however, is anticipated to grow more strongly than the population, implying smaller household sizes in future.

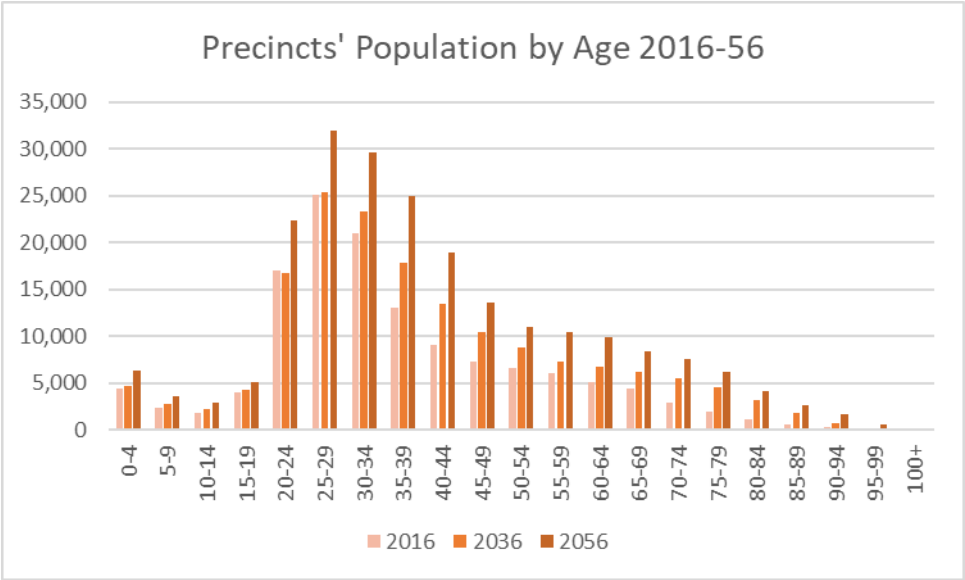
Table 31: Structural private dwelling summary by precinct

Precinct	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-56 AAGR
Central Station Precinct	3,252	3,851	3,851	3,851	4,406	5,297	6,163	7,019	7,869	2.23%
Sydney CBD	11,652	13,124	13,124	13,124	15,131	18,365	21,510	24,614	27,699	2.19%
The Rocks and Circular Quay	2,418	2,483	2,483	2,483	2,645	2,904	3,156	3,405	3,652	1.04%
Pyrmont	8,041	8,586	8,586	9,026	9,865	10,407	10,943	11,462	11,974	1.00%
Darlinghurst and Potts Point	22,590	24,345	24,345	24,886	27,302	30,304	33,094	35,710	38,206	1.32%
Ultimo Creative Industries Precinct	11,064	13,741	13,741	14,460	15,587	16,602	17,530	18,429	19,318	1.40%
Oxford Street	6,854	6,984	6,984	7,097	7,200	7,229	7,255	7,279	7,301	0.16%
Surry Hills Precinct	5,394	5,773	5,773	6,589	7,074	7,074	7,074	7,074	7,074	0.68%
Redfern and Surry Hills East	12,805	13,307	13,307	13,965	14,373	15,025	15,617	16,191	16,760	0.68%
Camperdown Health and Education	6,647	7,383	7,383	7,470	7,900	8,478	9,029	9,568	10,103	1.05%
Redfern and North Eveleigh	2,677	2,943	2,943	2,948	2,979	3,074	3,170	3,257	3,342	0.56%
South Eveleigh	272	278	278	278	278	376	522	664	805	2.75%
<b>Precincts total</b>	<b>93,665</b>	<b>102,797</b>	<b>102,797</b>	<b>106,176</b>	<b>114,740</b>	<b>125,134</b>	<b>135,064</b>	<b>144,673</b>	<b>154,104</b>	<b>1.25%</b>

Source: SGS 2023 using TZP22 projections

Figure 32 shows the changing age profile in the study area. In a similar line to the CoS, the age groups experiencing the highest growth are between 20 and 44 years of age, indicating that the increase in population is anticipated to be of working age.

Figure 32: Precincts' total population by age summary



Source: SGS 2023 using TZP22 projections

Table 32 summarises the projected average household size in each precinct by year. This is calculated by dividing the number of People in Occupied Private Dwellings (POPD) by the number of Occupied Private Dwellings (OPD). In most precincts, household sizes are forecast to stay relatively constant to 2056. The average household size across the elected study area is projected to increase from 1.62 persons per household in 2016 to 1.64 persons per household in 2056.

Table 32: Precincts' household size (POPD/OPD) by precinct

Precinct	2016	2021	2026	2031	2036	2041	2046	2051	2056
Central Station Precinct	2.35	2.30	2.30	2.29	2.23	2.16	2.11	2.07	2.05
Sydney CBD	1.80	1.80	1.80	1.80	1.82	1.83	1.84	1.85	1.86
The Rocks and Circular Quay	1.40	1.40	1.40	1.42	1.42	1.42	1.42	1.42	1.42
Pymont	1.87	1.87	1.87	1.86	1.83	1.82	1.80	1.79	1.78
Darlinghurst and Potts Point	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.29
Ultimo Creative Industries Precinct	1.76	1.74	1.74	1.76	1.78	1.79	1.79	1.80	1.81
Oxford Street	1.48	1.48	1.48	1.48	1.48	1.48	1.48	1.48	1.48
Surry Hills Precinct	1.55	1.55	1.55	1.56	1.56	1.56	1.56	1.56	1.56
Redfern and Surry Hills East	1.65	1.65	1.65	1.65	1.64	1.65	1.65	1.65	1.65
Camperdown Health and Education	1.61	1.61	1.61	1.62	1.62	1.63	1.64	1.64	1.65
Redfern and North Eveleigh	1.84	1.85	1.85	1.85	1.85	1.85	1.86	1.86	1.86
South Eveleigh	2.01	2.01	2.01	2.01	2.01	2.01	2.00	1.99	1.99
<b>Precincts total</b>	<b>1.62</b>	<b>1.62</b>	<b>1.62</b>	<b>1.63</b>	<b>1.63</b>	<b>1.63</b>	<b>1.64</b>	<b>1.64</b>	<b>1.64</b>

Source: SGS 2023 using TZP22 projections

TZP22 projects approximately 740,300 jobs across all study area precincts in 2056, or an additional 221,900 jobs from 2016 (Table 33). Central Station Precinct jobs are expected to grow to 57,074 jobs by 2056. The highest rate of jobs growth is projected for the South Eveleigh Precinct, starting from a lower 2016 baseline of 4,326 jobs.

Table 33: Precincts' employment summary, 2016-56

Precinct	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-56 AAGR
Central Station Precinct	22,887	24,153	38,021	43,689	49,706	51,446	53,416	55,303	57,074	2.31%
Sydney CBD	330,186	366,341	389,081	393,486	403,481	413,504	426,895	439,422	450,499	0.78%
The Rocks and Circular Quay	16,637	17,163	16,509	16,407	16,689	17,082	17,643	18,154	18,582	0.28%
Pyrmont	24,732	24,466	25,506	27,157	30,147	32,840	33,807	34,747	35,547	0.91%
Darlinghurst and Potts Point	22,470	23,370	22,801	22,708	23,198	23,857	24,684	25,426	26,039	0.37%
Ultimo Creative Industries Precinct	26,075	27,783	27,906	29,159	31,913	34,654	35,598	36,529	37,368	0.90%
Oxford Street	16,059	17,470	18,332	18,563	19,143	19,994	20,946	21,863	22,702	0.87%
Surry Hills Precinct	22,942	23,612	23,709	23,713	24,123	24,599	25,296	25,962	26,525	0.36%
Redfern and Surry Hills East	12,884	13,489	13,828	14,219	14,871	15,363	15,980	16,575	17,107	0.71%
Camperdown Health and Education	16,189	17,733	17,976	18,211	18,682	19,272	20,007	20,756	21,451	0.71%
Redfern and North Eveleigh	3,023	3,222	3,361	3,376	3,426	3,485	3,581	3,676	3,762	0.55%
South Eveleigh	4,285	17,440	20,284	20,721	21,345	21,852	22,493	23,122	23,672	4.37%
<b>Precincts total</b>	<b>518,369</b>	<b>576,243</b>	<b>617,314</b>	<b>631,409</b>	<b>656,724</b>	<b>677,948</b>	<b>700,346</b>	<b>721,534</b>	<b>740,328</b>	<b>0.89%</b>

Source: SGS 2023 using TZP22 projections

Table 34 illustrates growth by broad industry category for the study area: while knowledge intensive jobs are anticipated to remain the largest industry of employment, the highest growth industry is projected to be health and education.

Table 34: Precincts' employment summary by broad industry category, 2016-56

Precincts' Industry Summary	2016	2021	2026	2031	2036	2041	2046	2051	2056	2016-56 AAGR
Knowledge Intensive	326,207	373,022	414,050	426,619	444,467	457,114	469,661	482,146	492,687	1.04%
Health and Education	55,270	63,768	68,225	70,080	72,908	75,866	78,613	81,536	84,256	1.06%
Population Serving	108,315	113,652	110,035	109,235	113,141	117,741	123,746	128,573	133,287	0.52%
Industrial	28,577	25,801	25,004	25,475	26,208	27,227	28,325	29,279	30,099	0.13%
<b>Precincts total</b>	<b>518,369</b>	<b>576,243</b>	<b>617,314</b>	<b>631,409</b>	<b>656,724</b>	<b>677,948</b>	<b>700,346</b>	<b>721,534</b>	<b>740,328</b>	<b>0.89%</b>

Source: SGS 2023 using TZP22 projections

#### 11.1.4 Central Precinct Common Planning Assumptions projections

TZP22 assumes some form of development activity at the Central Precinct focused on employment growth, as shown in Table 35. Accordingly, negligible population growth is projected for Central Precinct in TZP22. As noted previously, TZP22 is a reference case designed to provide a most likely projection, and as noted above, caution should be applied when considering these projections at small geographies. These can be updated when specific assumptions around projects is known. TZs directly associated with Central Precinct are projected to include 36,606 jobs by 2056, growing from 5,144 jobs in 2016.

Table 35: Central precinct travel zones employment summary, 2016-56

Central Precinct Industry Summary	2016	2021	2026	2031	2036	2041	2046	2051	2056
Knowledge Intensive	3,065	3,445	13,192	17,986	22,589	23,613	24,788	25,961	27,119
Health and Education	39	44	1,922	2,106	2,258	2,300	2,377	2,455	2,532
Population Serving	303	300	2,451	2,839	3,260	3,207	3,158	3,104	3,048
Industrial	1,738	1,717	2,139	2,461	2,818	2,955	3,096	3,233	3,367
<b>Total</b>	<b>5,144</b>	<b>5,506</b>	<b>19,704</b>	<b>25,392</b>	<b>30,924</b>	<b>32,075</b>	<b>33,419</b>	<b>34,753</b>	<b>36,066</b>

Source: SGS 2023 using TZP22 projections



## 11.2 The 2017 Floor Space Employment Survey

The CoS conducts the Floorspace and Employment survey (FES) which considers floorspace and jobs conditions for businesses operating in the Sydney CBD. The data can be expressed based on the type of space (office, shop, entertainment, industrial etc.) and by industry.

A review of the 2017 FES data for different spaces uses in the Sydney CBD is summarised in Table 36, which shows that the average (i.e. 50<sup>th</sup> percentile) floorspace per job for office uses is 17 square metres per job. Note that this survey data is from 2017 and reflects pre-COVID-19 conditions, which also coincides with a period of significant hot desking approaches by large private companies. During the consultation with the CoS, they noted that had seen ratios of as low as six square metres per job in the case of banks, for example.

The 50<sup>th</sup> percentile ratio for retail categories (restaurants/eating and shop/showroom) are around 25-28 square metres per job. Table 36: Jobs to floorspace ratios for Sydney CBD by space use

Space use	40th Percentile	50th Percentile
Community	42	57
Entertainment/Leisure	90	119
Industrial	18	21
Office	15	17
Other Infrastructure	83	100
Restaurant/Eating	21	25
Shop/Showroom	22	28
Transport	73	82
Visitor Accommodation	729	1,052

Source: FES, 2017

Table 37 summarises the ratios by industry, which could potentially operate in any of the space uses identified above. Considering the average 17 square metres per job for office space uses (Table 36), there is significant variation across different industries, e.g. lower floorspace ratios for ICT and Professional Services (16 square metres per job) compared to Government (24 square metres per job).

Table 37: Jobs to floorspace ratios for Sydney CBD by industry

Industry (City based)	40th Percentile	50th Percentile
Community	32	52
Creative Industries	18	21
Finance and Financial Services	15	17
Food and Drink	17	20
Government	21	24
Health	18	21
Higher Education and Research	25	34
ICT	14	16
Life Science (Biotech)	17	23
Manufacturing	14	16
Motor Vehicle	25	25
Natural Resource-Based Industries	16	18
Professional and Business Services	15	17
Property Development and Operation	15	17
Retail and Personal Services	20	25
Social Capital	22	28
Tourist, Cultural and Leisure	26	39
Transport and Logistics	23	29
Utilities	14	16

Source: FES, 2017

### 11.3 Landcom Workspace Ratios

Landcom has developed common planning assumptions for jobs to floorspace ratios based on a review of public and private reports, surveys and datasets. The aim of these assumptions is to establish a consistent approach to estimating employment potential from proposed floorspace.

Landcom's workspace ratios provide a starting point for analysis across Greater Sydney and can be supplemented by data available for local areas. The FES data from the CoS is used as an input into the Landcom work.

A summary of the ratios by key space use is shown in Table 38. This shows differentiation is the assumed ratios for office space dependent on accessibility to transport, with a 15 square metres per job ratio within 10 minutes of a transport hub, such as Central Station, while the ratio is 20 square metres per job elsewhere.

The ratios for retail are higher than those in the FES, which are likely to be reflective of larger format retail in non-shopping centre spaces outside of centres.

Table 38: Landcom workspace ratios - common planning assumptions

Land use type	sqm/job
Commercial office (within 10 minutes of transport hub)	15
Commercial office (elsewhere)	20
Call centre	12
Retail shops	35
Retail department stores	55
Retail showrooms	125
TAFE/University	100
Community (Library etc)	35
Gym	100
Hotel	100
Serviced apartments	200
Student accommodation	500

Source: Landcom Common Planning Assumptions 2018

## 11.4 Summary of common planning assumptions

- Significant population and employment growth is forecast in Western Sydney, which is aligned with State Government policy. Strong growth is still expected in the Precinct and the CoS. Employment growth is projected in the Central Precinct, due to the nature of TZP22 being a reference case projection based on policy aspirations and trends for the future.
- The CoS LGA is predicted to contain five per cent of the future population and 21.8 per cent of future jobs in Greater Sydney in 2056.
- The elected study area (the twelve precincts) is predicted to contain 3.5 per cent of the future population and 19.7 per cent of future jobs in Greater Sydney in 2056.
- TZP22 predicts relatively stable household sizes in the elected study area. Household sizes in the area immediately surrounding the Central Precinct are expected to be higher to reflect students occupying rental dwellings. Based on consultation with DPE, this may shift in future projections due to changes in the future household composition of inner-city residents. Moreover, changes to housing preferences may arise from demand for home offices within apartments. However, given the Central Precinct's proximity to workplaces and the broader Sydney CBD, this is likely to be less of a consideration.
- TZP22 predicts an ageing of the Greater Sydney population, due to increased life expectancy and declining fertility rates. This trend is also seen in Central Precinct and in the inner city, though not to the same degree, due to assumed preferences of inner-city residents, noting the point above about potential changes in future projections.
- There remains significant uncertainty with future projections due to potential lifestyle changes and choices around dwelling types arising from pandemic-related movement restrictions, as well as the return of international students.

## 12. Central Precinct development

The Central Precinct Master plan assumes the following floorspace provisions, including both employment and residential uses within Central Station.

Table 39 shows a summary of the proposed floorspace by space use and by precinct, which indicates an overall 776,319 square metres of floorspace, including the Western Gateway. Excluding this area, which is already rezoned, the additional floorspace proposed and which forms the basis of the calculations in this report is 504,300 square metres, including the Goulburn Street Car Park.

Table 39: Master plan gross floor area provision

Sub-Precinct	Commercial	Residential	Retail	Education	Student Housing	Hotel	Community	Total
Central Precinct (Incl. Goulburn Street Car Park)	263,000	82,350	24,450	46,000	20,700	53,000	14,800	504,300
Western Gateway	236,826	0	14,997	0	0	20,196	0	272,019
<b>Total</b>	<b>499,826</b>	<b>82,350</b>	<b>39,447</b>	<b>46,000</b>	<b>20,700</b>	<b>73,196</b>	<b>14,800</b>	<b>776,319</b>

Source: TfNSW 2023

### 12.1 Existing development capacity

Based on discussions with the CoS, the most appropriate assumption going forward is to assume two persons per dwelling for the proposed development. Table 40 summarises the population and demographic assumptions.

Table 40: Proposed population and demographic assumptions

Measure	Assumption	Rationale
Household Size	2 persons per dwelling for residential 1 student per unit	City of Sydney advice and aligned with range of household sizes from various data sources
Demographic Profile	TZP22 and aligned to dwelling mix provided i.e. student housing likely demographics applied if provision	Common Planning Assumptions and likely take up of student housing

Source: Based on SGS consultation with City of Sydney on 14 October 2021.

Floorspace data provided by TfNSW indicates that 824 residential dwellings will be provided across 82,350 square metres of floorspace, as well as 245 rooms for students across 20,700 square metres of floorspace.

Based on the master plan floorspace provision, Table 41 estimates the number of dwellings and population.

Table 41: Master plan resident population capacity

Measure	Residential	Student Housing	Total
Floorspace	82,350	20,700	103,050
Dwellings	824	245	1,069
Population	1,648	245	1,893

Source: TfNSW, 2023

## 12.2 Population by age assumptions

These population totals can be disaggregated to population by age group based on either the TZP22 population by age profiles for the Central Station precinct (in the case of the residential units), or reflective of students residing in the Precinct (as shown in Table 42).

Table 42: Population by age assumptions

Dwelling Type	Age Profile	Rationale	Specific 5 Year Age Groups
Residential	TZP22 for Central Station Precinct (i.e. precinct 1 in Figure 1)	Captures broader population profile trends	All
Student accommodation	all 18-24	Students	20%- 15-19 years 80%- 20-24 years

Source: SGS 2023.

## 12.3 Employment floorspace assumptions

The CoS's 2022 Floorspace and Employment Survey will come at a time where many businesses have had two or more years to adjust to the impacts of the COVID-19 pandemic. It is not possible to accurately predict the medium-term impact that COVID-19 will have on job densities, as many businesses are still grappling with what it means for how and where they operate. These shifts are likely to have ongoing, knock-on effects in the retail and hospitality sectors.

Table 43 shows a summary of the proposed jobs to floorspace assumptions adopted for the Central Station precinct. These are based conversations with DPE and the CoS and a review of various job to floorspace data sources to provide a potential view of floorspace assumptions over the coming years. TfNSW should review these ratios once the latest DPE population projections and the next CoS FES data are released.

Table 43: Long term jobs to floorspace ratio assumptions

Suggested ratios for adoption for Central Station (sqm per job)		Sensitivity to COVID-19	Rationale	Broad Industry Category
Office	20	High	Above 50th Percentile in CBD, aligns with Landcom assumption and information provided by the City of Sydney.	Knowledge Intensive
Community	40	Low	Between 40th CBD percentile and Landcom high density community assumption (new floorspace likely relatively expensive and so high employment density)	Population Serving
Education	50	Med	Landcom assumes 100sqm for TAFE/University, FES in CBD indicates 50 <sup>th</sup> percentile for Higher Education and Research of 34, FES for UTS indicates approximately 50sqm/job	Health and Education
Retail	28	Low/ Med	50th Percentile in CBD - Could use 40th percentile, but this is still lower than Landcom	Population Serving
Hotel	100	Low	Landcom hotel assumption - FES data likely inaccurate given strange value and known classification issues	Population Serving
Student accommodation	500	Med/ High	Landcom Assumption	Population Serving

Source: SGS 2021, based on consultation and review of floorspace data sources.

Applying these floorspace to jobs ratios, the employment potential (jobs capacity) arising from the master plan GFA provision is summarised below. These figures do not include industrial jobs. They also differ from TZP22 projections, which represent TfNSW's employment projections and are used for transport planning and strategic planning purposes across NSW Government.

Table 44: Master plan jobs summary by sub-precinct

Sub-Precinct	Commercial	Residential	Retail	Education	Student Housing	Hotel	Community	Total
Central Precinct (Incl. Goulburn Street Car Park)	13,150	0	873	920	41	530	370	15,855
Western Gateway	11,841	0	536	0	0	202	0	12,579
<b>Total</b>	<b>24,991</b>	<b>0</b>	<b>1,409</b>	<b>920</b>	<b>41</b>	<b>732</b>	<b>370</b>	<b>28,463</b>

Source: SGS 2023.

Total master plan jobs may be disaggregated into jobs by ANZSIC category using historical ratios between FES city-based industries and ANZSIC categories based on the 2017 FES data, adjusting for location quotients in selected sectors to reflect where the Central Precinct is expected to be highly competitive or relatively uncompetitive compared to the rest of the CBD. Location quotients are a measure of relative industrial specialisation of a

geographic area. Adjustments for location quotients used for the following analysis are as follows:

- ICT – 2.0 (this is among the highest location quotients of any block in the CBD).
- Professional and business services – 1.62 (this is relatively high, but there are many higher LQs in other blocks in the CBD).
- Finance and financial services – 0.4 reflecting that Central is likely to be less attractive to finances than northern CBD (this is a relatively low LQ compared to other blocks in the CBD).

The ANZSIC breakdown of baseline and master plan employment is summarised in Table 46 and Table 47.

## 12.4 Delivery timeframe

There is currently no information about the assumed delivery sequence of the floorspace at Central Precinct, although based on information from TfNSW, it is likely that construction of buildings may be complete by 2036/ 2037. Therefore, the population and employment projections in this chapter are focused 2056, when it is assumed full master plan development has been achieved.

For the purposes of providing 5-yearly projections, it is assumed that the Western Gateway will be fully built and occupied by 2036.

Growth between 2036 and 2056 for the master plan floorspace has been estimated based on the proportion of population and employment growth in the CoS from TZP22 between 2036 and 2056, as per Table 45.

Table 45: Assumed growth profile

	2036	2041	2046	2051	2056
Population	79%	85%	90%	95%	100%
Western Gateway Jobs	100%	100%	100%	100%	100%
Master plan Jobs	89%	91%	95%	97%	100%

Source: SGS 2023 using TZP22 projections

Future iterations can consider delivery timing as further information is made available.

## 12.5 Forecast scenarios

In addition to the TZP22 employment projections, two scenarios have been developed to characterise the additional population and jobs capacity from the master plan at full build out, as outlined below:

- Baseline: Western Gateway development + industrial jobs assumed in TZP22 related to the operations of Central Station.
- Project: Total Central Precinct (Western Gateway + Master plan) floorspace + industrial jobs assumed in TZP22 related to the operations of Central Station.



Under the baseline scenario, 15,946 jobs are anticipated to be accommodated in the Western Gateway development. This includes the 12,579 jobs (employment potential of the Western Gateway GFA provision) plus 3,367 industrial jobs assumed in TZP22 by 2056 (Table 35).

The ANZSIC employment breakdown under the baseline scenario is summarised in Table 46. It indicates that the highest proportion of additional jobs will be in professional, scientific and technical services (29.67 per cent), transport, postal and warehousing (22.41 per cent) and financial and insurance services (10.32 per cent) industries.

Table 46: Baseline employment forecast 2056

ANZSIC category	Number of jobs	% of total jobs
Accommodation and Food Services	638	4.00%
Administrative and Support Services	1,061	6.65%
Agriculture, Forestry and Fishing	17	0.11%
Arts and Recreation Services	110	0.69%
Construction	181	1.14%
Education and Training	27	0.17%
Electricity, Gas, Water and Waste Services	178	1.12%
Financial and Insurance Services	1,645	10.32%
Health Care and Social Assistance	203	1.27%
Information Media and Telecommunications	1,349	8.46%
Manufacturing	69	0.44%
Mining	19	0.12%
Other Services	282	1.77%
Professional, Scientific and Technical Services	4,731	29.67%
Public Administration and Safety	1,008	6.32%
Rental, Hiring and Real Estate Services	460	2.89%
Retail Trade	325	2.04%
Transport, Postal and Warehousing	3,573	22.41%
Wholesale Trade	68	0.43%
<b>Total</b>	<b>15,946</b>	<b>100%</b>

Source: SGS 2023

As the Western Gateway does not provide for residential nor student housing floorspace, no additional population is forecast from this development.

Under the project scenario, a total of 31,830 jobs can be accommodated. This comprises 28,463 jobs (employment potential arising from master plan development) plus 3,367 industrial jobs assumed from TYP22 forecasts by 2056 (Table 35).

The ANZSIC employment breakdown under the master plan scenario is summarised in Table 47. It indicates that, as per the base case, the highest proportion of additional jobs will be in professional, scientific and technical services (31.40 per cent), transport, postal and warehousing (12.07 per cent) and financial and insurance services (10.92 per cent).

Table 47: Project employment forecast 2056

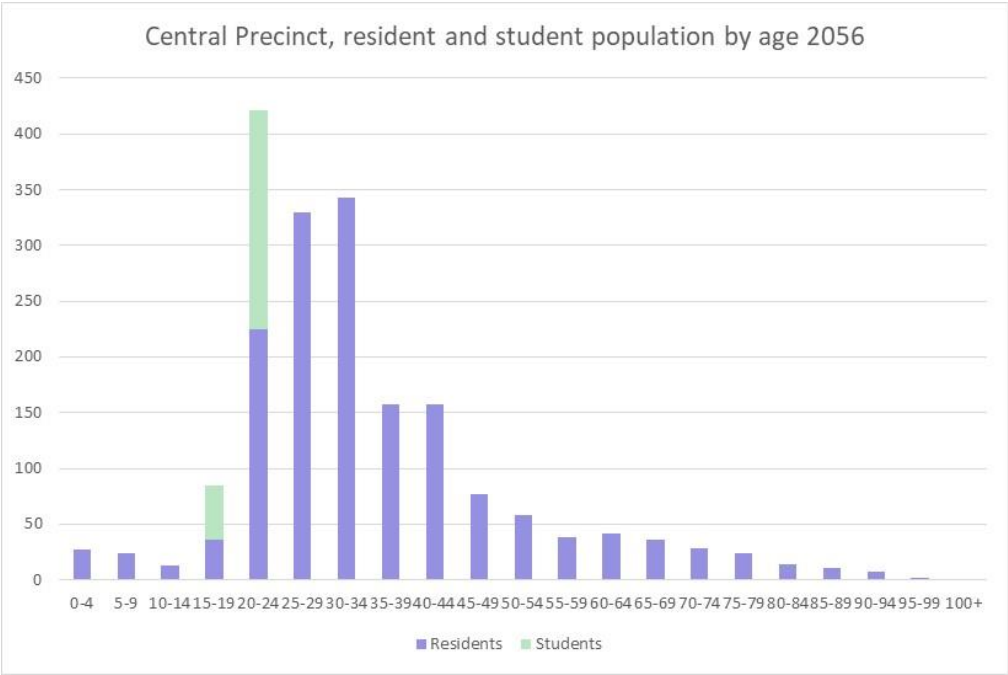
ANZSIC category	Number of jobs	% of total jobs
Accommodation and Food Services	1842	5.79%
Administrative and Support Services	2,246	7.06%
Agriculture, Forestry and Fishing	36	0.11%
Arts and Recreation Services	247	0.78%
Construction	382	1.20%
Education and Training	976	3.07%
Electricity, Gas, Water and Waste Services	371	1.17%
Financial and Insurance Services	3,477	10.92%
Health Care and Social Assistance	577	1.81%
Information Media and Telecommunications	2,852	8.96%
Manufacturing	141	0.44%
Mining	41	0.13%
Other Services	712	2.24%
Professional, Scientific and Technical Services	9,994	31.40%
Public Administration and Safety	2,203	6.92%
Rental, Hiring and Real Estate Services	990	3.11%
Retail Trade	784	2.46%
Transport, Postal and Warehousing	3,840	12.07%
Wholesale Trade	118	0.37%
<b>Total</b>	<b>31,830</b>	<b>100%</b>

Source: SGS 2023.

Based on the population by age assumptions, the project case provision of residential and student housing floorspace is estimated to provide capacity for an additional 1,648 residents and 245 students in the Central Station Precinct by 2056.

The age breakdown for Central Precinct's residential and student population in 2056 is shown below in Figure 33.

Figure 33: 2056 population by age forecast, Central Station Precinct



Source: SGS 2023

## 12.6 Time Series Projections

Based on the assumed growth profile noted in Section 12.4, the projections for the Central Precinct from 2036-2056 are presented for the two scenarios in Table 48.

Table 48: Scenarios' time series projections

TZP22	2036	2041	2046	2051	2056
Population	154	160	167	173	179
Jobs	30,924	32,075	33,419	34,753	36,066

Baseline	2036	2041	2046	2051	2056
Population	0	0	0	0	0
Western Gateway	12,579	12,579	12,579	12,579	12,579
Master plan	0	0	0	0	0
TZP22 Industrial	2,818	2,955	3,096	3,233	3,367
<b>Total Jobs</b>	<b>15,397</b>	<b>15,534</b>	<b>15,675</b>	<b>15,812</b>	<b>15,946</b>

Master plan Scenario	2036	2041	2046	2051	2056
Population	1,495	1,603	1,704	1,800	1,893
Western Gateway	12,579	12,579	12,579	12,579	12,579
Master plan	14,067	14,524	15,016	15,475	15,885
TZP22 Industrial	2,818	2,955	3,096	3,233	3,367
<b>Total Jobs</b>	<b>29,463</b>	<b>30,058</b>	<b>30,691</b>	<b>31,287</b>	<b>31,830</b>

Source: SGS 2023

## 12.7 Forecast comparison

Population and employment growth under the baseline and project scenario is compared to TZP22 projections for the CoS LGA and Greater Sydney (Table 49, overleaf).

Employment growth under TZP22 is moderate, representing 11.09 per cent of the CoS's employment growth to 2056 and 2.09 per cent of that in Greater Sydney. The baseline scenario will contribute 4.49 per cent of the Sydney LGA's employment growth to 2056 and 0.85 per cent of Greater Sydney's growth.

Under the project scenario, the additional 1,753 residents represent 1.39 per cent of the LGA's growth to 2056, and 0.07 per cent of Greater Sydney's total population growth.

Table 49: Scenarios' 2056 employment and population growth comparison to TZIP22

Scenario	Measure	2016	2056	Additional jobs / pop (2016-56)	% of City of Sydney growth (2016-56)	% of Greater Sydney growth (2016-56)
<b>TZIP22</b>	Employment	5,144	36,066	30,922	12.85%	2.42%
	Population	140	179	39	<i>negligible</i>	<i>negligible</i>
<b>Baseline</b> (Western Gateway)	Employment	5,144	15,946	10,801	4.49%	0.85%
	Population	140	0	-	<i>negligible</i>	<i>negligible</i>
<b>Project</b> (Master plan, includes Western Gateway)	Employment	5,144	31,830	26,686	11.09%	2.09%
	Population	140	1,893	1,753	1.39%	0.07%

Source: SGS 2023.

Total employment in the master plan area (31,830 jobs, calculated using a supply-driven approach that converts GFA provision to jobs combined with industrial jobs projections) is comparable to the TZIP22 projection of 36,066 jobs total in the precinct by 2056 – particularly when considering its percentage contribution to the wider employment growth of both the CoS and Greater Sydney (Table 49). Note that TZIP22 already assumes some form of development activity, and associated employment growth, at the Central Precinct.

Additional population growth, calculated based on a conversion of residential and student accommodation GFA to residents from the master plan development, is also minimal and likely to be absorbed as part of overall growth in the elected study area.

### 12.7.1 Alignment with Social Infrastructure Study

We note that these figures differ from the forecasts in the Social Infrastructure Study. There are differences in the study areas that were ultimately adopted to fulfil the respective study requirements for the Social and Demographic reports. This has implications for the population and employment forecasts in these reports. The consultant teams have worked closely to ensure that the analysis and approach to forecasting are methodologically aligned.

For the purposes of informing the Social Infrastructure Study it is assumed that if all buildings in the Precinct are complete by 2036, from a supply perspective there is potential for them to be 100 per cent occupied (based on advice regarding the construction staging from TfNSW). TZIP22 industrial jobs in the precinct for 2036 are therefore added to the floorspace driven Western Gateway and Master plan jobs in Table 50.

Table 50: 2036 employment and population profile for social infrastructure study (assumed 100% occupancy in 2036)

Scenario	Measure	2036
<b>TZP22</b>	Employment	30,924
	Population	154
<b>Baseline</b> (Western Gateway)	Employment	15,397
	<i>Population</i>	-
<b>Project</b> (Master plan, includes Western Gateway)	Employment	31,281
	Population	1,893

Source: SGS 2023.

#### Note regarding the use of forecasts and study areas for different studies

It is noted that Precinct forecasts produced in the Demographics report have been applied across the Economics Study, and the Social Infrastructure and Health Impact Assessment Study. Precinct forecasts have then been used for the study areas respectively applied to these studies, which are different, due to the different requirements of those studies. The forecasts for the study areas in these reports differ, with respect to these different geographies. But these are based on consistent precinct numbers and consistent forecasting methodologies.

The Population and Demographic Study by SGS Economics and Planning has converted the master plan floorspace and expected dwelling numbers provided by TfNSW into an estimate of population, based on assumed household sizes. The Population and Demographic Study, as well as the Economics study by SGS, have also translated the master plan's commercial floorspace into a total job number, using assumptions around industry mix and common planning assumptions relating to floorspace density per job. These figures are provided with and without the Western Gateway development.

The population and employment projections of both of these studies only look at the Central Precinct master plan site. These projections are inputs into the Social Infrastructure Study. No updates have been undertaken to the projections outside of the master plan site, which for the purposes of comparison or analysis outside of the master plan site are considered to be the TfNSW Travel Zone Projections 2022.

## 13. Summary and recommendations

**Key points** from the analysis include:

- The Central Precinct master plan, including the Western Gateway has the capacity to provide for 1,893 residents, 1,069 dwellings and 28,463 jobs. Excluding the Western Gateway, this in an additional 15,885 jobs from the provision of floorspace in other master plan sub-precincts.
- Based on the master plan's draft breakdown of space uses, these additional jobs in the Central Precinct are likely to be predominantly in knowledge intensive industries. A further employment breakdown by 1-digit ANZSIC category indicates that under both the Baseline and Project scenarios, additional employment is expected to be highest in the professional, scientific and technical services, transport, postal and warehousing, and financial and insurance services (in this order) industries.
- Roughly three quarters (824) of the 1,069 dwellings from the master plan are expected to be residential, with the remainder being student accommodation.
- Factors that are likely to impact inner-city population and housing trends include the timing for the return of international students and international immigration, as well as the longevity of COVID-19 induced working from home patterns. While previously the average age in the inner city had been decreasing in line with the number of with students and young people in the area, this trend appears to be reversing in 2020 and 2021 due to fluctuating migration conditions.

**Recommendations** from the analysis include:

- **Consider Build to Rent and other models of housing development ownership to mitigate the potential impacts of master plan development on affordable housing supply and associated risks of displacing lower-income renters.** Given the lower income status of Central Station Precinct residents, the high proportion of renters in the broader study area and declining rates of home ownership, the Build to Rent model offers a potential way to diversify housing choice, improve housing security through longer term leasing structures and attract institutional investment.
- **Balance the Central Precinct's tech industry specialisation with a diversified local economy is recommended to benefit growth of existing businesses and to facilitate opportunities for multidisciplinary collaboration.** Given the concentration of educational institutions in the vicinity, partnerships between industry and tertiary education sector could potentially accelerate early-stage tech development by connecting talent with employment opportunity and/or resources. This environment could position the precinct competitively in international markets.
- **Consider Central as part of a wider cultural precinct.** Given the cultural and linguistic diversity of the Central Station Precinct, there are opportunities to advocate for and broadcast local arts and cultural production, particularly as there is a growing focus among cultural institutions to diversity their delivery models and curate content to meet demand from a diversity of visitors.





## 14. Appendices

### 14.1 Key references

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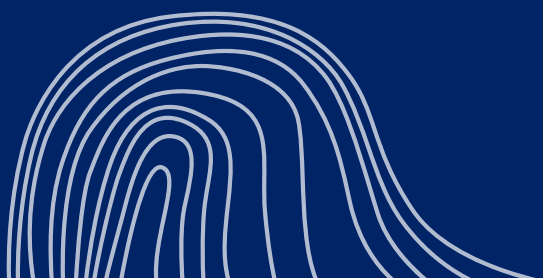
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