

# Central Precinct

## Urban Design Framework Revised Proposal

22 April 2025  
Addendum to Response to Submissions







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Together with additional community and stakeholder consultation, these investigations will determine which renewal opportunities are progressed.

#### Images

The photos used within these document include those showing the existing environment as well as precedent imagery from other local, Australian and international examples. The precedent images are provided to demonstrate how they achieve some of the same outcomes proposed for Central Precinct. They should not be interpreted as a like for like example of what will be seen at Central Precinct.

Concept images and visualisations are artist's impressions only and have been prepared by Virtual Ideas, TYRRELL STUDIO and Architectus.

# 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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# Introduction

The Urban Design Framework (UDF) builds on the aspirations and stakeholder feedback received from the public exhibitions of the Strategic Vision, Strategic Framework and Draft Central Precinct State Significant Planning Framework. It is the result of an iterative design process undertaken over the past three years by the Design Team in collaboration with Transport for NSW (TfNSW), and in consultation with the State Design Review Panel (SDRP), Department of Planning and Environment (DPE), City of Sydney (CoS), other key government stakeholders, and community and technical consultants.



Total of 24 hectares



270,00 transport customers move through Central Station each day. 450,000 daily by 2040.



Within a 20-minute walk of numerous employment, retail, education, entertainment housing, and recreation opportunities.



Important Indigenous stories and places.



State heritage listed precinct, anchored by the iconic Sydney Terminal building.



Surrounded by diverse, eclectic neighbourhoods with lots of character





# Introduction

This report is an addendum to the Urban Design Framework submitted for response to submissions in September 2023. It has been revised to respond to focus on four areas of the site; Central Square, the Western Gateway, Regent St Sidings and Prince Alfred Sidings. This report presents the proposed urban design framework for these areas of the Central Precinct.

This revised Urban Design Framework (2025) is to be read in conjunction with the Place Strategy and Urban Design Public Domain Strategy (2025) to gain a holistic understanding of the future renewal opportunities at Central Precinct. The Urban Design Public Domain Plan Strategy (2025) outlines the public domain responses and presents the proposed changes to the public domain plan.

The Place Strategy, Urban Design Framework and Public Domain Strategy establishes the Reference Master Plan for Central Precinct. The proposed master plan described within this report is based on a thorough understanding of the strategic drivers of the precinct, the local urban context and character, heritage values, social and environmental matters, and technical constraints, combined with extensive design development testing.

In October 2024, the NSW Government announced that it would no longer proceed with the funding and delivery of the OSD deck. A Revised Proposal has been prepared which proposes new planning controls for only those parts of Central Precinct that do not rely on the OSD deck, including:

- Regent Street Sidings Sub-precinct
- Goulburn Street Car Park Sub-precinct
- Prince Alfred Sidings Sub-precinct
- Central Square and Mortuary Station Gardens

In addition to the removal of the OSD, the Revised Proposal includes minor updates to the reference master plan as follows:

- Outlines a potential residential outcome at Prince Alfred Sidings Sub-precinct. The Sub-precinct can accommodate approximately 110 dwellings with servicing and access from Chalmers Street. The proposed LEP controls are unchanged with minor amendments to the design guide.
- Expands the Regent Street Sidings Sub-precinct to incorporate an additional non-residential building on the eastern side of the Goods Line. The change adds approximately 6,740m<sup>2</sup> GFA within the Sub-precinct.





# Urban design framework

The Urban Design Framework provides a robust framework to guide future renewal of Central Precinct.

- 1

Central Square: A major public open space in Sydney's CBD - one of three key urban squares that define the character of the city.
- 2

Mortuary Station Gardens: Transformed into a park, open to the public for the first time.
- 3

Regent Street Sidings: A new precinct anchored by Mortuary Station that interacts with and positively responds to the changing urban context of Chippendale.
- 4

Goods Line: Reinstated connection from Mortuary Station to the renewed Goods Line, providing a new shared pedestrian and bicycle connection with Darling Harbour.
- 5

Prince Alfred Park Sidings: Low scale development to frame and activate the park edge.
- 6

Goulburn Street: Redeveloping an existing carpark to complete a city block.
- 7

The Western Gateway developments located along Lee Street are currently undergoing the planning approval process and will catalyse the transformation of Central Precinct.







02 Indicative 3D view of revised proposed massing and land use looking towards the north-west



# Built form strategy



03 Revised proposal figure ground diagram highlighting separation of towers from heritage



04 Indicative 3D view of revised proposed massing and land use looking towards the north-west

Sub-precinct	Total GFA (sqm)*	Typical tower footprint (GFA sqm)	FSR	Dwelling numbers	Maximum height including podium (no. of storeys)	Maximum RL
S Station (terminal building)	15,800		N/A	N/A		
D Regent Street Sidings Block D	59,850		11 : 1	483		
D1	32,850	820		254	38	152.3
D2	27,000	800		229	35	143.6
E Prince Alfred Sidings Block E	11,000		1.75	110	9**	59.5
F Goulburn St Car Park	46,800	820(n) 780(s)	8.6 : 1	341	36(n)*** 23(s)****	142.0(n) 97.4(s)
G Lee St substation	6,740		5 : 1	N/A	6*****	55.2
WG Western Gateway (WGP)	275,000		N/A	N/A		
Total GFA (excluding WGP)		140,190				
Total GFA (excluding WGP and Goulburn St)		93,390				

- Built form assumptions:**
- 5m ground and level 1 floor to floor height
  - 3.8m tower floor to floor height (commercial)
  - 3.2m tower floor to floor height (residential and hotel)
  - Plant excluded from GFA
  - 75% average efficiency GBA to GFA for commercial, hotel, student accommodation and fine-grain buildings

N.B.  
\*Areas rounded to the nearest 50 sqm and areas are inclusive of 10% Design Excellence allowance  
\*\*8 storeys fronting Prince Alfred Park  
\*\*\*above Goulburn Street  
\*\*\*\*above rail viaduct  
\*\*\*\*\*8 storeys fronting Goods Line



# Public domain strategy

The proposed public domain provides a high quality network of new and revitalised public open spaces, and civic and urban plazas.

The Sydney Terminal Building will be set in an iconic public landscape consisting of major new CBD spaces including Central Square.

## Public spaces

- 1. Eddy Avenue (upgrade - subject to further study)
- 2. Eddy Avenue Plaza (upgrade)
- 3. The Grand Concourse (upgrade and expanded)
- 4. Regional Coach Terminal
- 5. Central Square
- 6. Railway Square (upgrade - subject to further study)
- 7. Henry Deane Plaza (part of Western Gateway Sub-precinct, not within this rezoning proposal)
- 8. The Goods Line
- 9. Mortuary Station Gardens (expanded)



05 Public domain plan





# Transport and mobility strategy

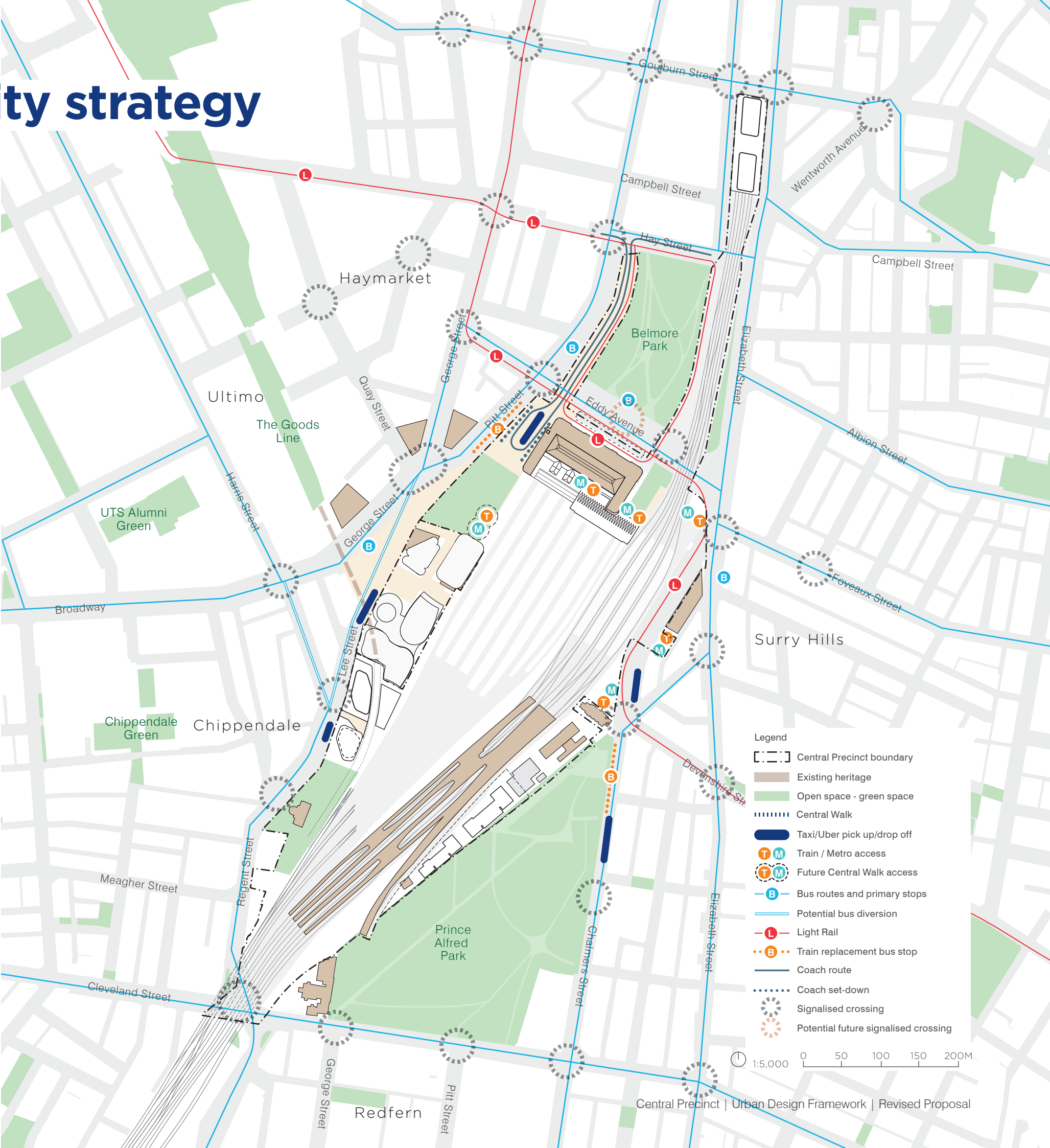
## Public transport

Central Station is recognised as Sydney's principal transport interchange, connecting customers between intercity, regional and suburban rail, light rail and bus services. A key focus is to improve and revitalise Central Station through renewal and improve and optimise the capacity of the public transport network. The revitalisation of Central Station aims to:

- Create a people-focused, walkable, well-connected and safe precinct; and
- Accommodate an increase in public transport patronage and transfers between train, light rail, metro and bus services in and around Central Station.

The below strategies address these aims:

- Central Station/Sydney Terminal Building reinforced as a transport/civic icon in the cityscape;
- High quality public domain (within precinct and interfacing with surrounding context) that supports efficient and seamless commuter movement and interchange;
- Completion of Central Walk West (eastern portion recently opened) as the important east-west connection;
- Revitalisation of public realm at Railway Square and Eddy Avenue to facilitate bus and light rail interchange; and
- Support services (special event buses, coach, rail-replacement buses) located to allow for effective interchange and minimise conflict with other transport modes. The existing bus layover on Regent Street is to be integrated into new development.





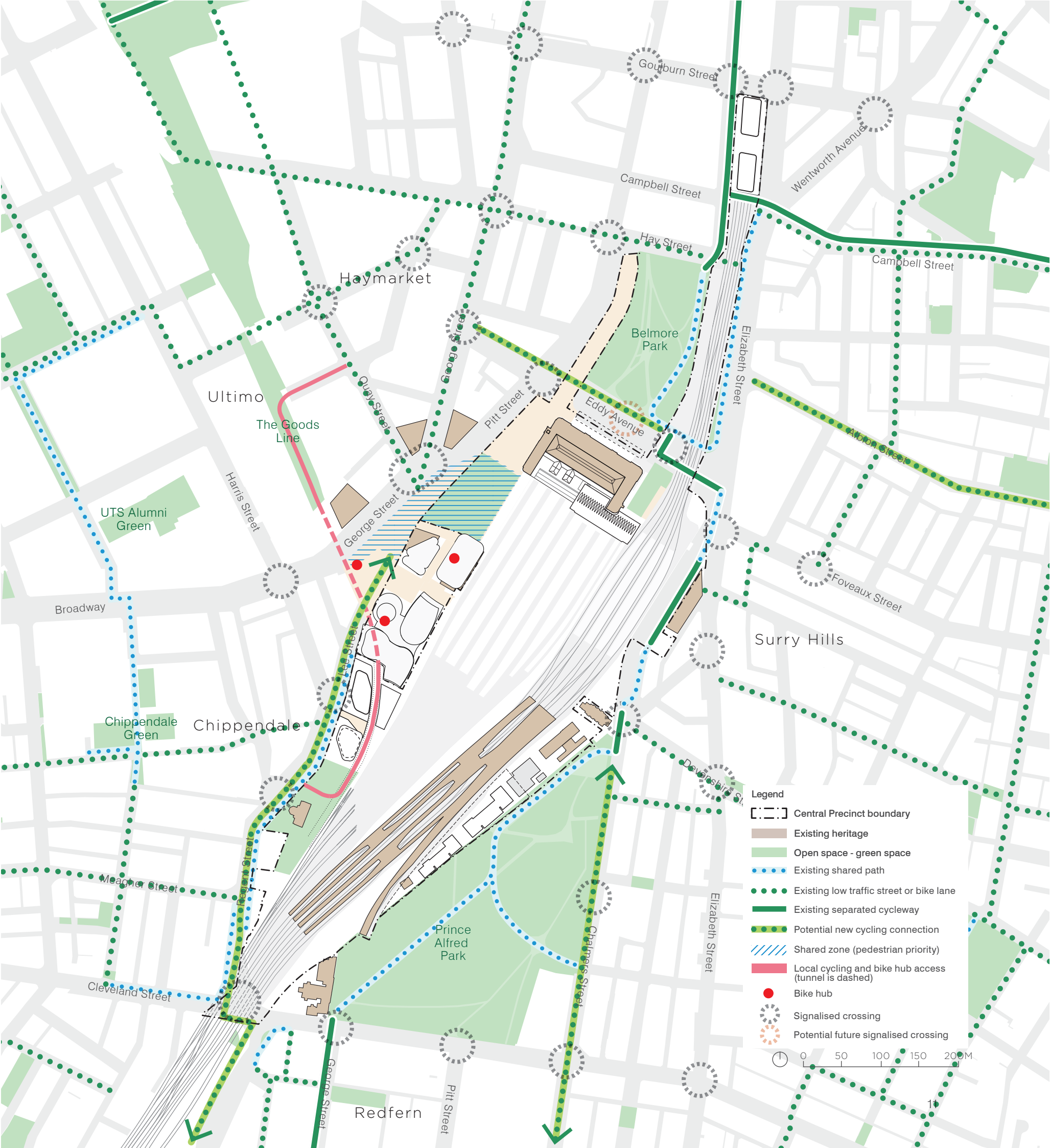
# Cycle strategy

## Cycle and personal mobility

Active transport is an essential element in an holistic movement network and the Central Precinct renewal will set a new benchmark to embrace this. It will enhance the cycling experience of commuters and recreational cyclists either passing through the precinct or interchanging with other modes, supported by state-of-the-art end of trip facilities. The proposed cycle network will connect with the existing network and closing current gaps in the network.

Key cycling linkages include:

- The existing shared path through Prince Alfred Park, separated cycle link along Chalmers Street, and shared path through Belmore Park, provides a continuous way to travel north-south through the precinct and connects into the wider separated cycle network.
- Potential dedicated cycle connection at south of precinct linking Chippendale to Redfern. This potential connection is to extend along Regent Street, Chippendale via a separated cycle path, cross the rail corridor via a widening of the Regent bridge at Cleveland Street, and then ramp down to extend under the Regent Street bridge and connect to Redfern along the eastern edge of the existing rail corridor.





# Sub precincts

The following section details key elements of the urban design framework. For further detail on key open space areas within the master plan, refer to the Public Domain Strategy.





# Central Square

Central Square will contribute to the vision for a third square in the southern CBD as a new civic heart of Central Precinct and surrounding neighbourhoods.

Central Square will reorganise and redefine the intersection at George, Pitt, Quay and Lee Streets into a pedestrian friendly place that seamlessly supports pedestrian movements while inviting people to dwell, meet and gather.

It will become central's primary transport plaza, providing a major new address to Central Station via Central Walk West and accommodating large volumes of pedestrian flows at peak time.

Activated at all hours with a flexible space of suitable scale for event use and opportunities for smaller scale retail and cafes, this new civic space will energise this part of the city, promote social interaction and inclusion, and draw people into the broader Central Precinct.

Trees and terraces will provide a new landscape setting from which the public can view the clocktower and engage with this significant heritage building. Landscaping will further provide shade, reduce urban heat and soften the urban environment.

A revitalised Pitt Street colonnade and internal spaces of the Sydney Terminal Building will reveal and celebrate the heritage building and provide new and enhanced opportunities for people to engage with the area's history.

Allow views south along George Street to terminate at the potential third square, redefining the western edge of Central Station, improving wayfinding and access.



08 Illustrated master plan of Central Square



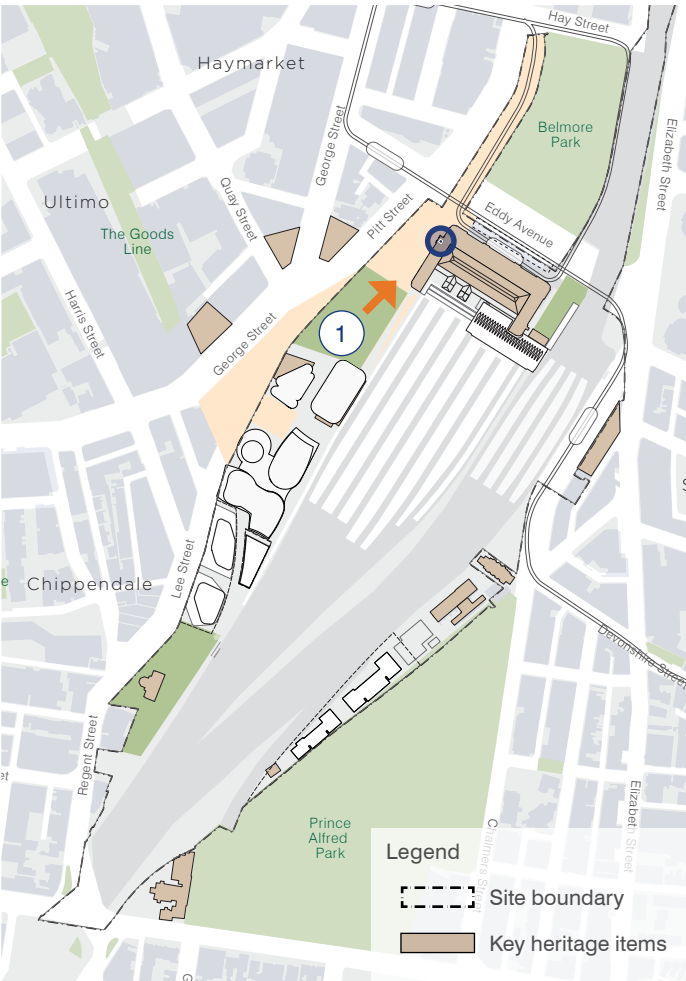


# Central Square

## Creation of new views to the Clocktower

When the terminal was built in 1906, the Clocktower was positioned intentionally to enable views from surrounding streets, as a navigating device within the cityscape. These include views from Wentworth Avenue, Pitt Street, Foveaux Street, Broadway and George Street. The views to the clocktower from all these streets will be retained with the proposed renewal of Central Precinct.

The proposed open space network and built form layout has been designed to maximise new views to the Clocktower from the proposed Central Square, at street level.



09 Key view corridors and heritage separation to the clocktower



10 View from Central Square at Pitt Street level looking northeast towards the clocktower



# Mortuary Station Gardens

Mortuary Station Gardens will be transformed into a park, open to the public for the first time – a unique and beautiful walled garden bringing history alive. It will be connected to the Goods Line path and include a wild play feature around the setting of the magnificent existing fig trees.

A historical rail site first and foremost, the Gardens will celebrate Mortuary Station's state-significant heritage and connection to rail heritage. Mortuary Station will inform the future use, adaptation and approach to the site. Sufficient space will be maintained around it to allow the setting of buildings, elements and rail use to be appreciated without the encroachment of nearby development.

Mortuary Station Gardens will be a space to dwell – a cool, green setting that provides a direct interface between the public and rail history. Potential activation could include the accommodation of cultural events, a wild play feature around the setting of the existing fig trees, and small cafe uses at the south end of Regent Street Sidings.

The gardens will be linked to Ultimo and UTS through a new pedestrian and cycling connection along the historic Goods Line, which is proposed to be opened for public access.



11 Concept image from the proposed Mortuary Station Gardens looking north to Regent Street sidings and the entrance to the Goods Line



12 Illustrated master plan of Regent Street sidings and Mortuary Station Gardens



# Regent Street Sidings

A mixed-use precinct anchored by Mortuary Station that interacts with and positively responds to the changing urban context of Chippendale.

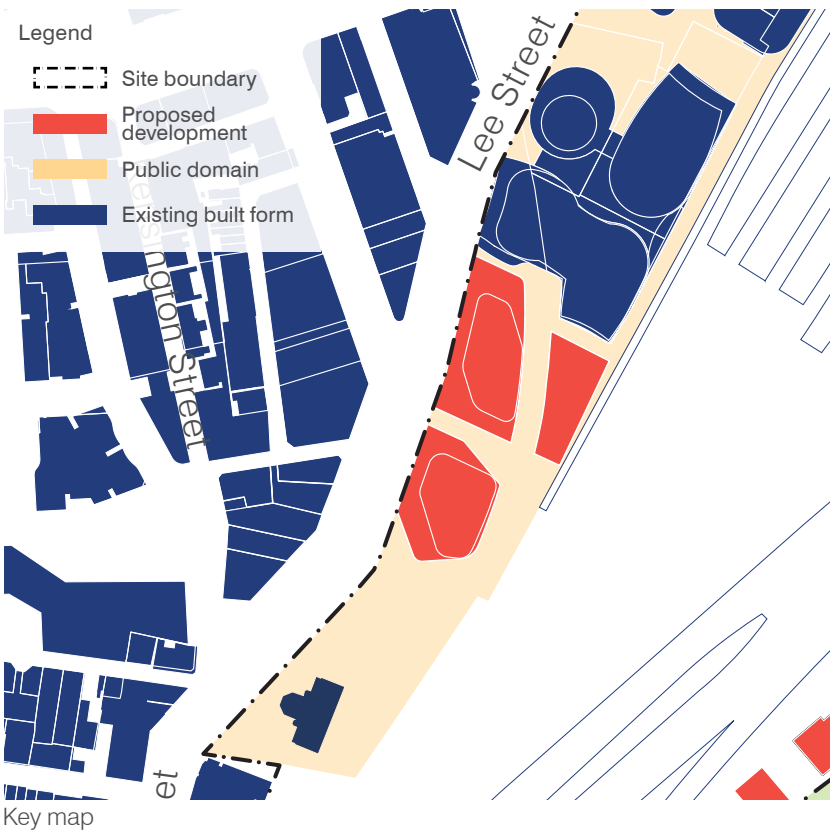
Comprised of mixed use residential towers and other development as permissible over the existing Lee Street substation, this new precinct will provide new homes and respond to community need.

Potential entertainment, cultural, food and drink, and other night-time uses will be considered to support the needs of Central Precinct’s future workers, visitors and surrounding community.

New development will activate Regent Street, improve Central Precinct’s interface with Chippendale, and sensitively respond to the existing scale of the neighbouring area and the landmark qualities, scale and setting of Mortuary Station, which is a unique heritage item.

The master plan has been revised to improve the interface with the State heritage listed Mortuary Station. The existing bus layover (located north of Mortuary Station) has been relocated to the basement of the Regent Street sidings building. This key change has enabled:

- A reduced podium footprint providing a significantly greater building separation and an enlarged public space to Mortuary Station.
- Retention of mature fig trees adjacent to Regent Street (circled in dashed outline on adjacent plan).
- An enlarged plaza with more opportunities for recreation (e.g. children’s play area), as well as an active frontage at its northern edge. Both moves improve the activation of Mortuary Station Gardens.



13 Regent Street Sidings built form massing and land use



14 View along Regent Street looking south toward Mortuary Station



# Goods Line

The Goods Line provides the opportunity to create a linear park that supports walking and cycling to connect Central Precinct with Darling Quarter, UTS, the Powerhouse Museum and beyond.

Historically, the Goods Line moved goods between the railway and the wharves at Darling Harbour, with goods platforms and warehouses located between Mortuary Station and the Parcel Post building. The Central Station precinct was well connected to Darling Harbour and Pyrmont by rail.

Re-establishing this historic link has already begun with parts of the Goods Line north of Broadway, redeveloped as a linear open space and movement corridor. The Central Precinct proposal will extend this, by opening the existing Goods Line tunnel for public access.

The revised proposal will renew and revitalise the unused Darling Harbour Dive, extending the already renewed section of the Goods Line as a new piece of public domain for Sydney, contributing to the existing pedestrian and cycle network that links the western side of the CBD to inner city suburbs.

- Key features of the revised proposal to improve access and activation of the Goods Line include:
- Relocation of the bus layover to the basement level within the Regent Street Sidings site, increasing the area for active uses at ground level fronting the Goods Line.
  - Pedestrian connection between the lower ground level retail at Central Place (WGP) and the Goods Line.
  - Pedestrian through-site link at the northern end of the Regent Street sidings site providing direct access between Regent Street and the Goods Line.



15 Concept view of an activated Goods Line looking south



16 Plan indicating activation of the Goods Line



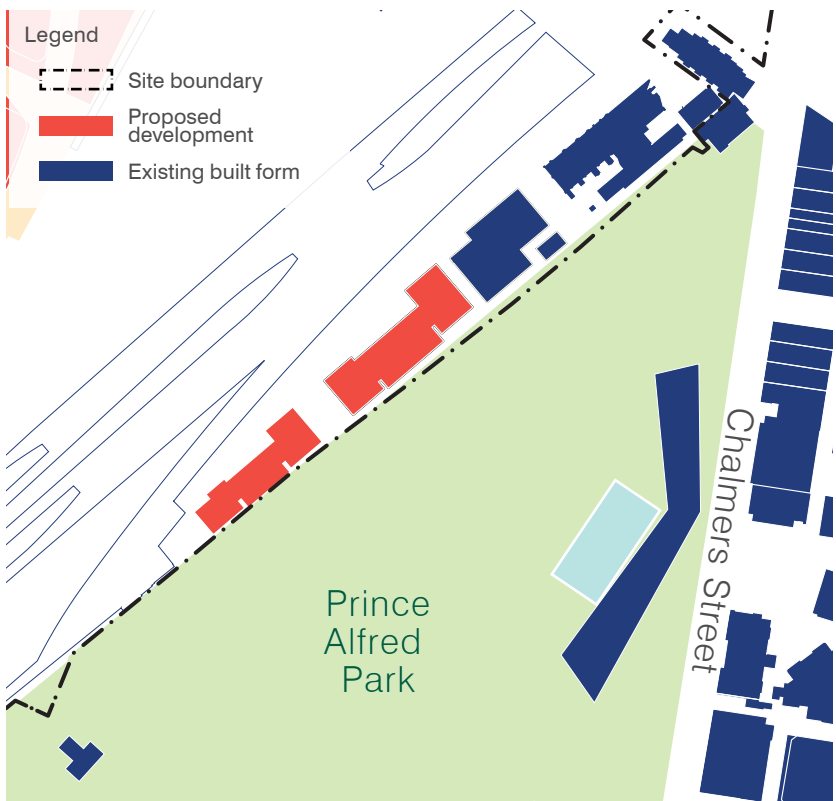
# Prince Alfred Sidings

Prince Alfred Sidings sub-precinct will provide an active and attractive lower scale western edge to Prince Alfred Park.

Well-considered residential buildings on the western edge of Prince Alfred Park will create an activated edge and a low-scale interface with the park, contributing to both passive and active surveillance that enhances safety. The future character will ensure appropriate solar access, complementary uses and key views to Prince Alfred Park, and respond sensitively to heritage items.

New landscaping and tree canopy will provide an additional mitigating layer, further reducing the scale of the built form, and existing mature trees will be retained, further softening the built form edge.

The green landscaped nature of Prince Alfred Park will be extended with a design response that contributes to the sub-precinct’s park setting, enhances pedestrian amenity and improves local biodiversity.



Key map



17 Prince Alfred Sidings proposed built form massing and land use



18 Prince Alfred Sidings foreground to Regent Street Sidings and Western Gateway



# Goulburn Street Carpark

The Goulburn Street Carpark will be an urban block of city-scale development. The future character resolves existing site challenges, integrates and activates the adjoining public domain and provides a new high-quality edge to Elizabeth Street, Castlereagh Street and Goulburn Street.

The Goulburn Street sub-precinct occupies the whole block that is bounded by Goulburn, Campbell, Elizabeth and Castlereagh Streets.

Existing features of the sub-precinct include the Goulburn Street multi-storey car park and the historical sandstone rail viaduct passing underneath that extends from the suburban platforms of Central Station. It is the location where passenger trains enter the underground rail network towards the City Circle. Heading south it provides a view towards, and sense of arrival to Central Station. It is also located on an active transport corridor, including a separated cycleway along Castlereagh Street.

Reflecting its CBD location, new development at Goulburn Street will be city scale, and provide opportunities for commercial, retail and office space, as well as residential use.

The city block will be re-imagined in a manner that better interfaces with the surrounding streets, including improved street activation and pedestrian connections at the ground plane.

Pedestrian connectivity between Hyde Park, Belmore Park and Central Station can be improved through exploration of active transport and open space strategies.



19 Goulburn Street Carpark proposed built form massing and land use









## **Appendix 1 - Amenity assessment**

This chapter provides an assessment of the proposed amenity, including results related to skyview, solar access to open space, and solar access to apartments (both proposed and neighbouring apartments)



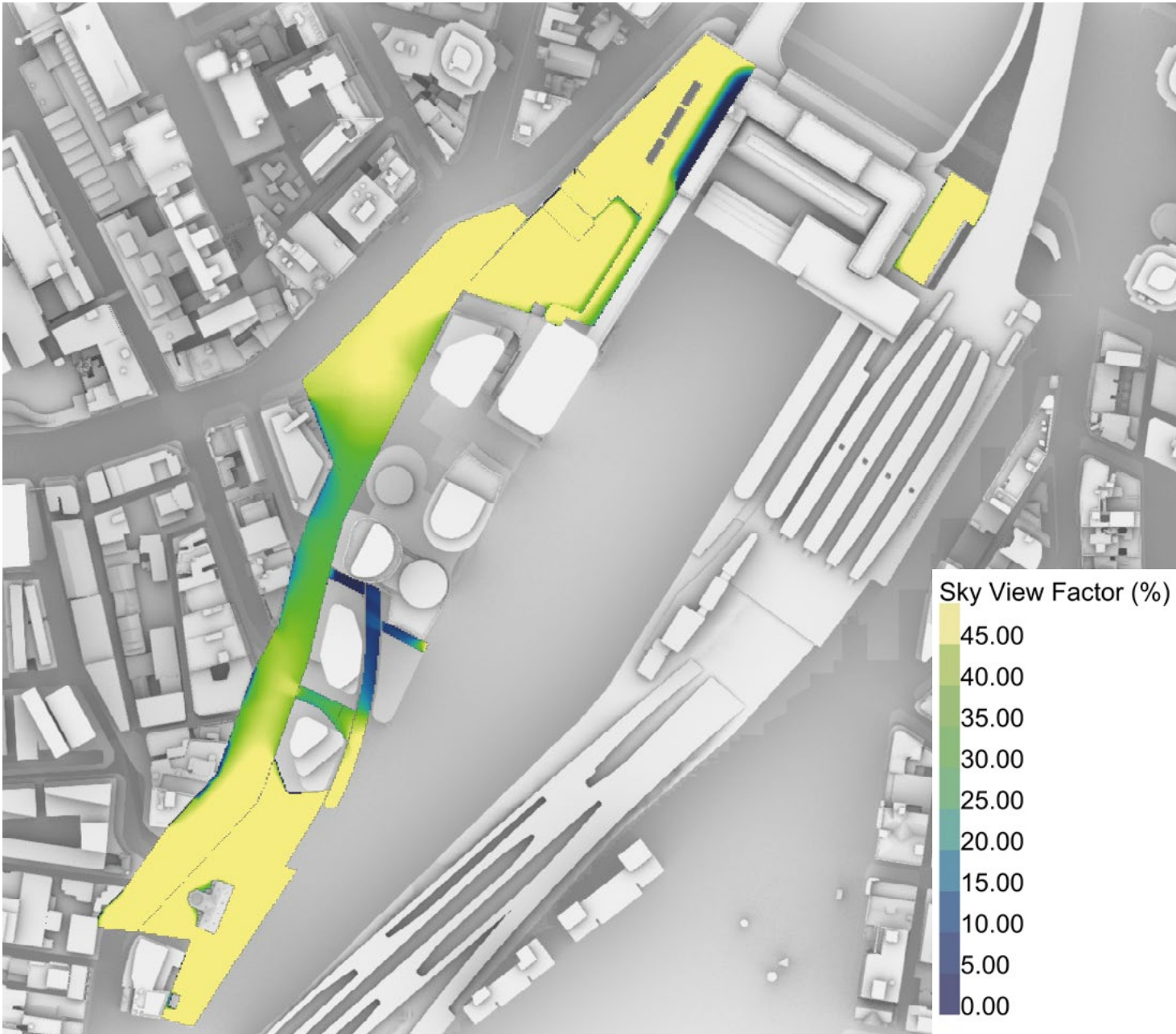
# Skyview analysis

## Sky view factor comparative analysis

All proposed spaces meet the minimum proposed SVF targets for this precinct as set out in the Central Precinct Design Guide.

Location	m²	Weighted m²	SVF
Regent Street	8,626	3,586	41.57%
Eddy Avenue	1,688	997	59.09%
Belvedere	4,777	2,251	47.13%
Railway square	7,858	3,462	44.06%
Goods line	595	55	9.17%
Side lanes	770	148	19.22%
Mortuary plaza	6,320	4,259	67.38%
Central square	6,946	3,585	51.62%
Total	37,580	18,343	49%

Table: Central Precinct minimum target average sky view factor for publicly accessible spaces as proposed within the Central Precinct Design Guide



Skyview factor analysis of proposed massing



# Overshadowing analysis (open space)

## Methodology

The studies in the following section illustrate the overshadowing impact of the revised master plan on surrounding open spaces. They have been produced using Rhino and are based on the following base information:

- City model supplied by the City of Sydney including city buildings and topography
- Proposed massing of Central Precinct prepared by Architectus
- Massing models of the approved Western Gateway sites provided by the respective proponents
- Indicative approved envelope of 187 Thomas Street, Haymarket, modelled by Architectus using information contained within planning documents found at: <https://www.cityofsydney.nsw.gov.au/policy-planning-changes/proposed-changes-to-planning-controls-for-187-thomas-street-haymarket>

## Key overshadowing considerations

The development of the preferred massing at Central Precinct has considered the following:

1. Overshadowing impacts to existing areas of open space, including Prince Alfred Park, Railway Square, and Belmore Park.
1. Maximising solar access to proposed new and upgraded areas of open space, including Central Square, Eddy Avenue Plaza and Mortuary Station Gardens.

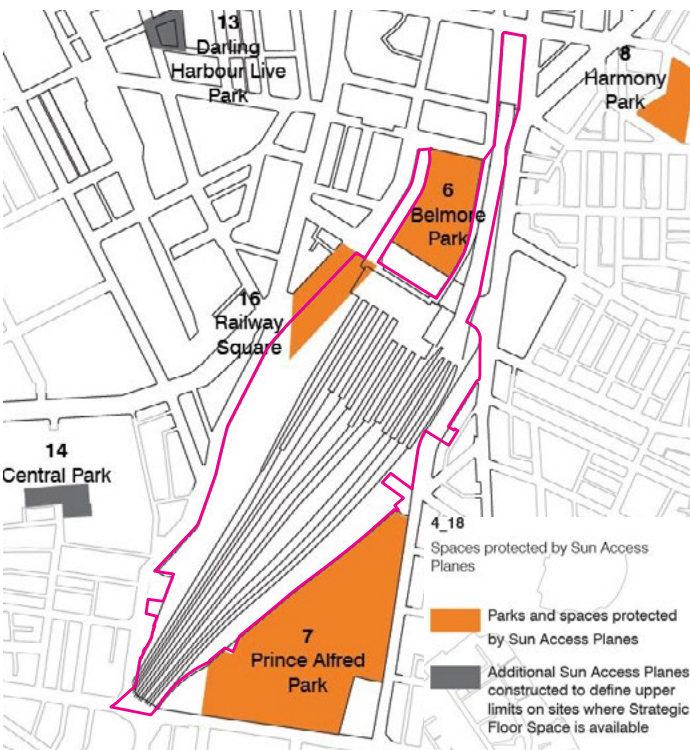
### 1. Overshadowing impacts to existing areas of open space including Prince Alfred Park, Railway Square, and Belmore Park:

The Central Sydney Planning Strategy identifies Sun Access Plane (SAP) controls to limit building heights to protect solar access to key open spaces during specific periods throughout the year.

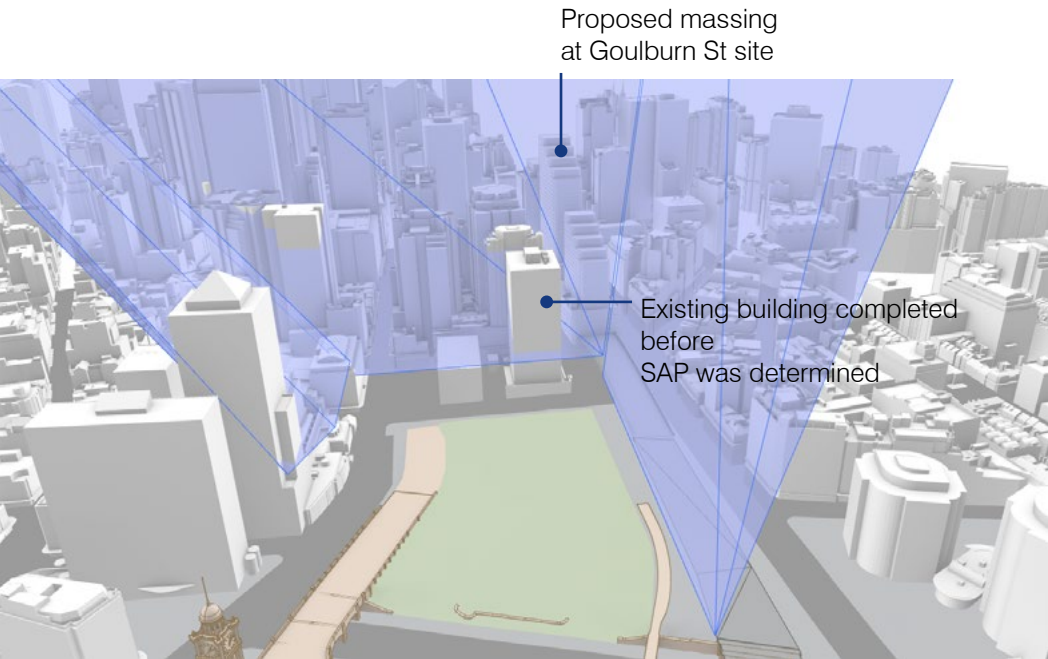
The SAP controls relevant to Central Precinct includes:

- Prince Alfred Park: 10am-2pm, all year
- Railway Square (which protects the Western Forecourt and a portion of Pitt Street): 9am-2pm in mid summer and 11am-12pm in mid winter
- Belmore Park: 10am-2pm, all year

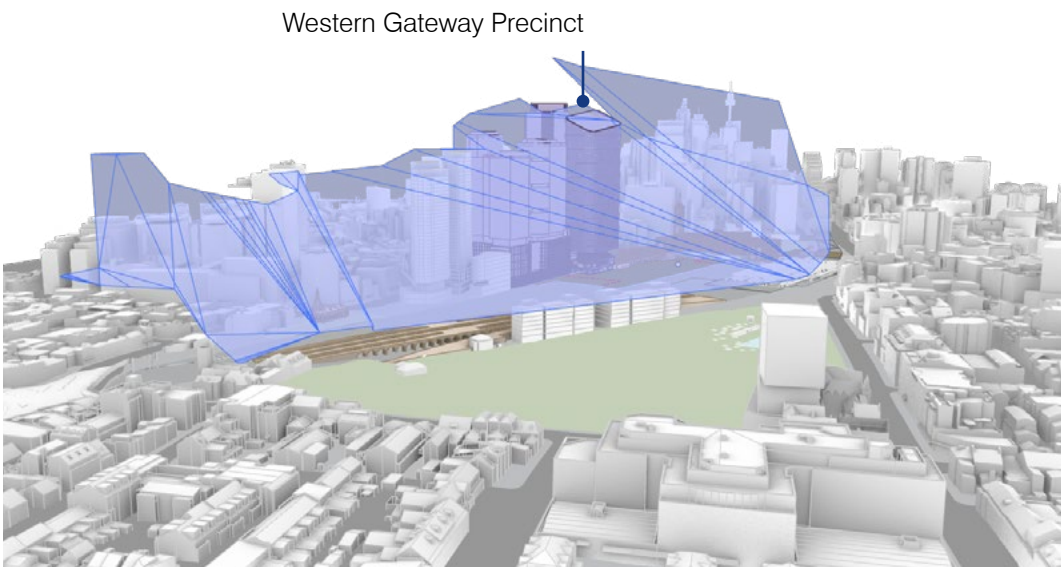
The proposed massing sits within all Sun Access Planes defined by the Central Sydney Planning Strategy as demonstrated by the following overshadowing studies.



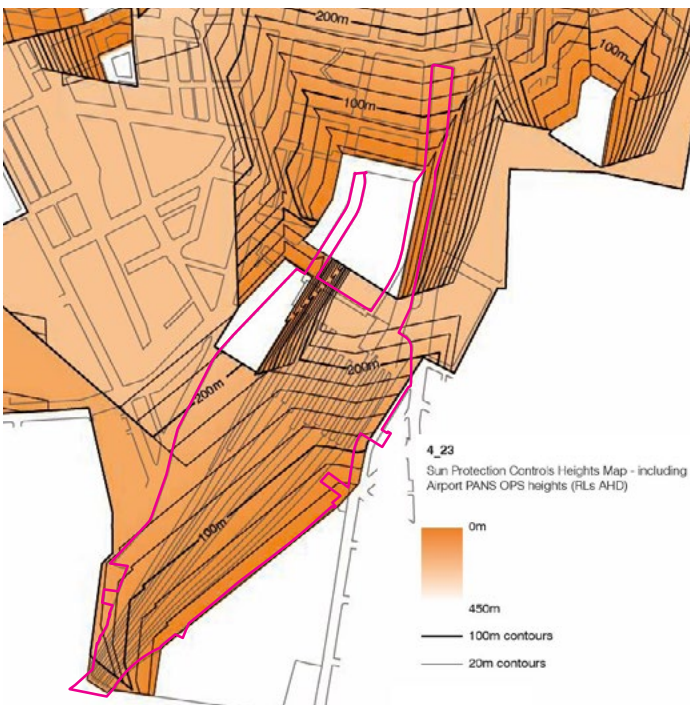
Extract from CSPS, figure 4.18 'Spaces protected by Sun Access Planes'



Solar access plane defined in CSPS to protect solar access to Belmore Park. The proposed massing at the Goulburn Street site sits within this solar height plane.



Solar access plane defined in CSPS to protect solar access to Prince Alfred Park. The proposed massing and planned WGP sits within this solar height plane.



Extract from CSPS, figure 4.23 'Sun Protection Controls Heights Map including Airport PANS OPS heights (RLs AHD)'



Overshadowing analysis (open space)

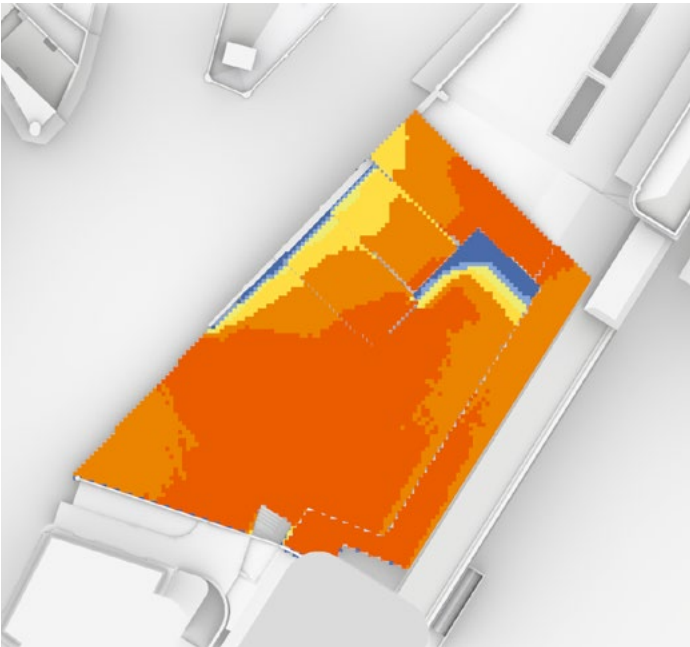
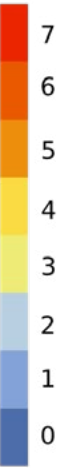
Solar access assessment

PROPOSED

21 June - 9am to 3pm

The cumulative solar access achieved between 9am to 3pm on 21 June within the proposed open spaces are illustrated in the adjacent images. The time period for when the space receives over 50% sunlight is also listed under each. As is demonstrated within each solar study, the proposed areas of RE1 are capable of achieving the nominated solar access controls.

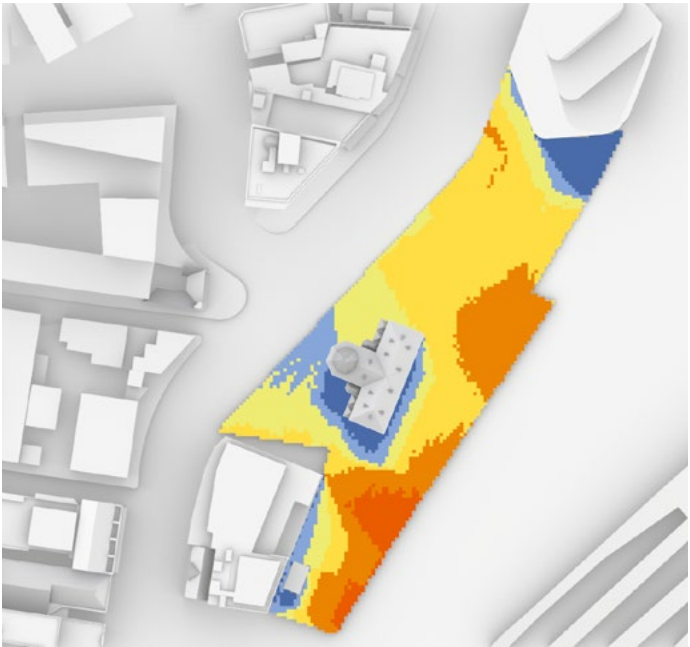
Hours (whole) of direct solar access received



(A) Central Square

89%

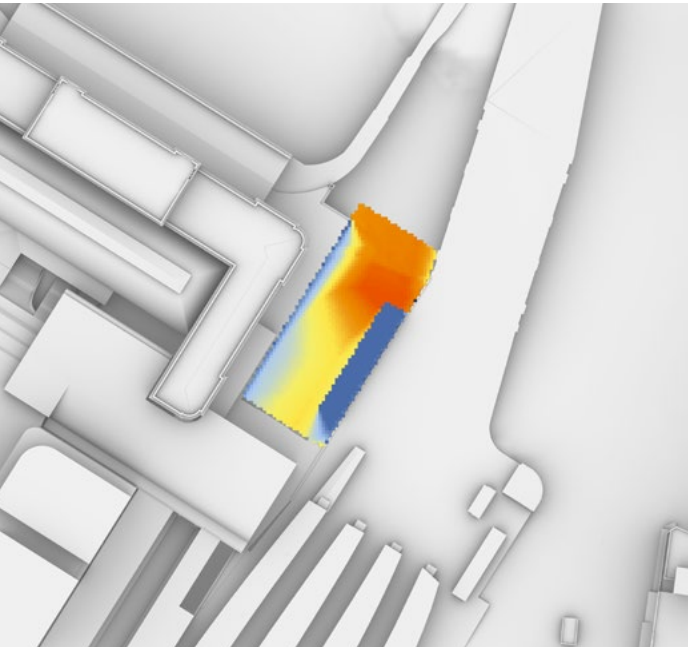
Achieves at least 2 hours from 9am to 3pm on 21 June.



(B) Mortuary Station Gardens

69%

Achieves at least 2 hours from 9am to 3pm on 21 June. (Note, the area of the open space excludes the footprint of Mortuary Station):



(C) Eddy Avenue Plaza

89%

Achieves at least 2 hours from 9am to 3pm on 21 June.



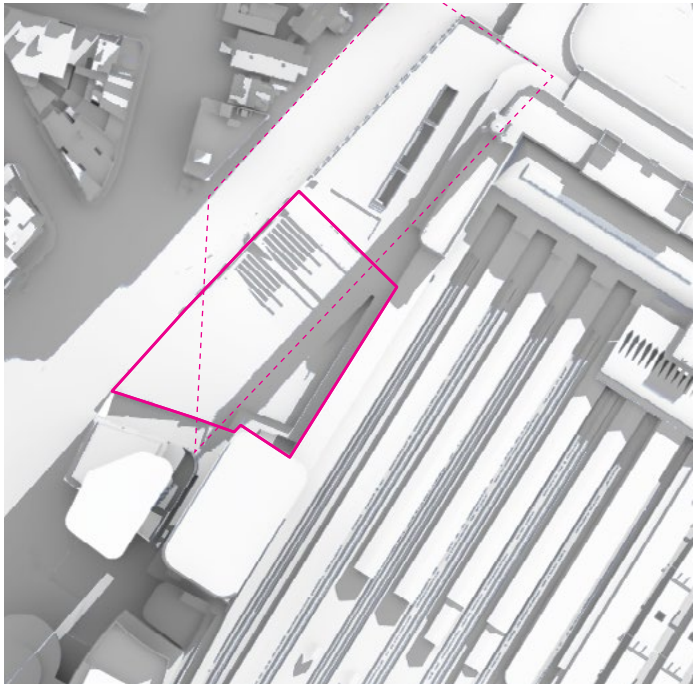
Overshadowing analysis (open space)

Central Square	21 June
CSPS control	As per Railway Square sun access plane - protect solar access between 11am-12pm in mid winter

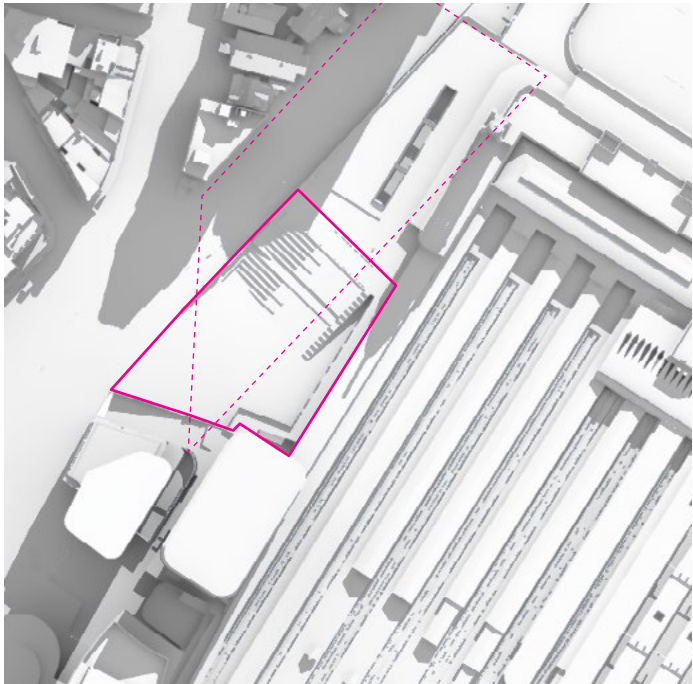
Central Square

PROPOSED OVERSHADOWING

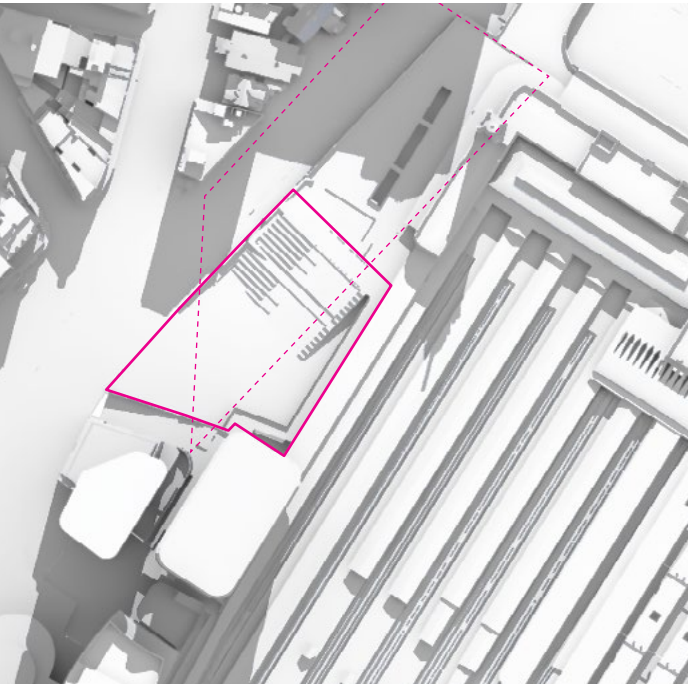
■ Overshadowing from Western Gateway approved development and approved envelope for 187 Thomas Street, Haymarket shown as grey as part of the existing context.



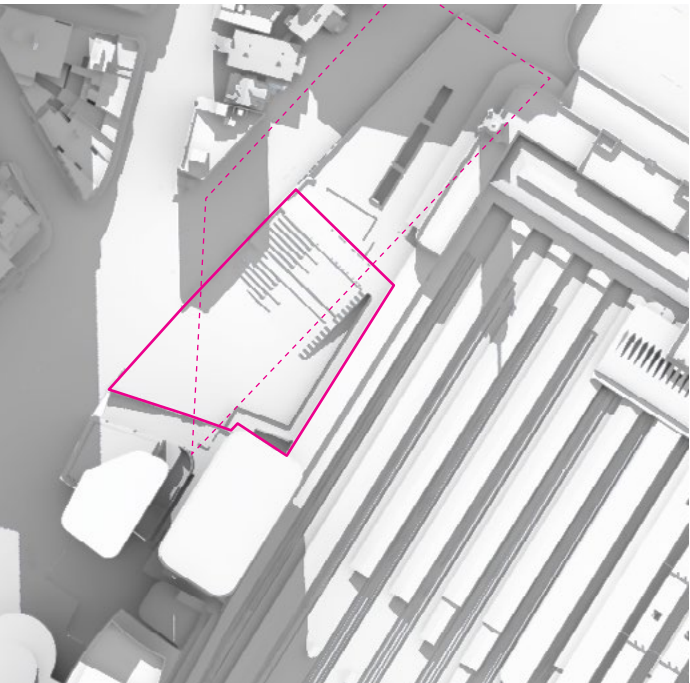
9.00am



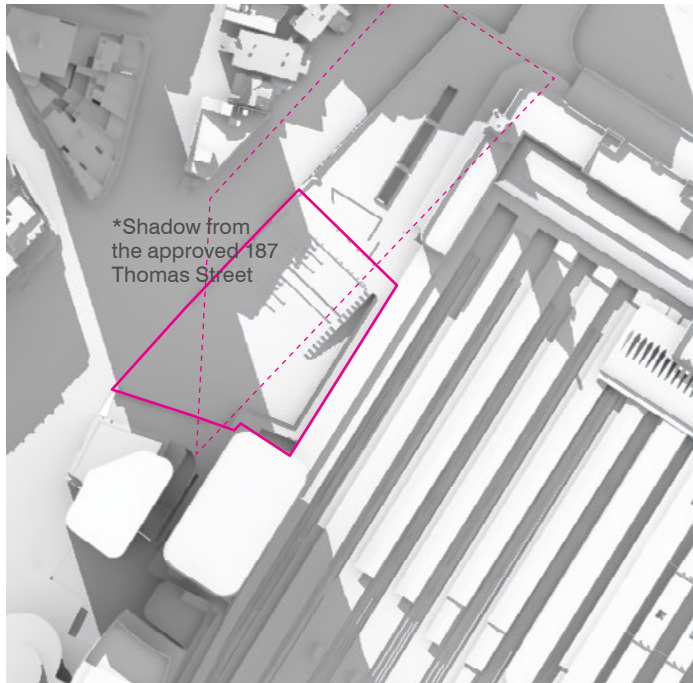
10.00am



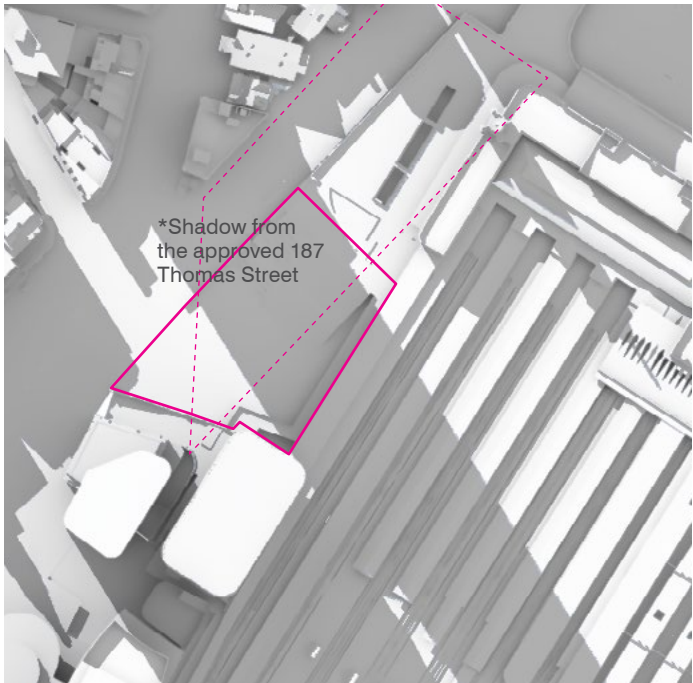
11.00am



12.00pm



1.00pm



2.00pm



3.00pm

- Existing overshadowing (including approved developments - WGP and 187 Thomas St, Haymarket)
- Proposed RE1 Public Recreation boundary Central Square
- Railway Square (as defined by CSPS)

*\*Note: Approximate percentage of space receiving solar access at specified time*



Overshadowing analysis (open space)

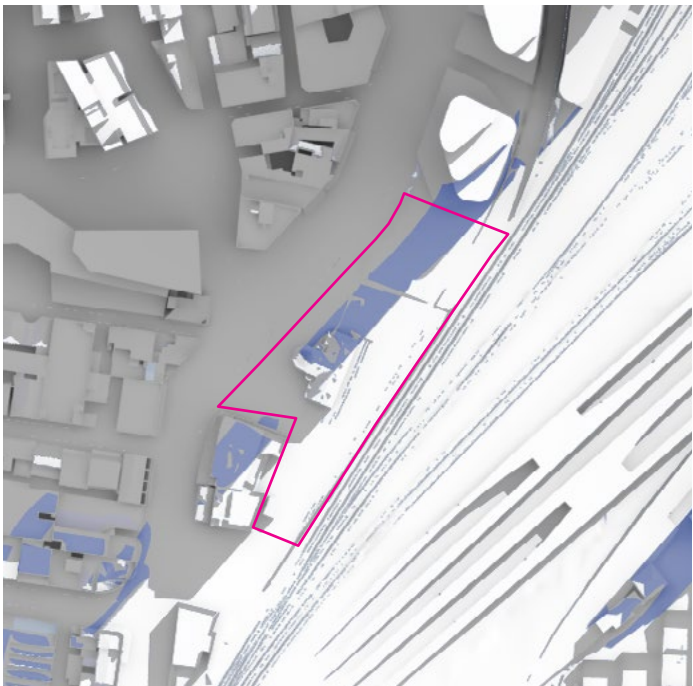
Mortuary Station Gardens

PROPOSED OVERSHADOWING

21 June - winter solstice

The proposed massing will create some additional overshadowing in the morning between 9am and 10am, with small amounts of overshadowing between 11am and 2pm. Despite the surrounding development, Mortuary Station Gardens retains solar access to at least 50% of its area for a minimum of 2 hours from 9am to 3pm on 21 June.

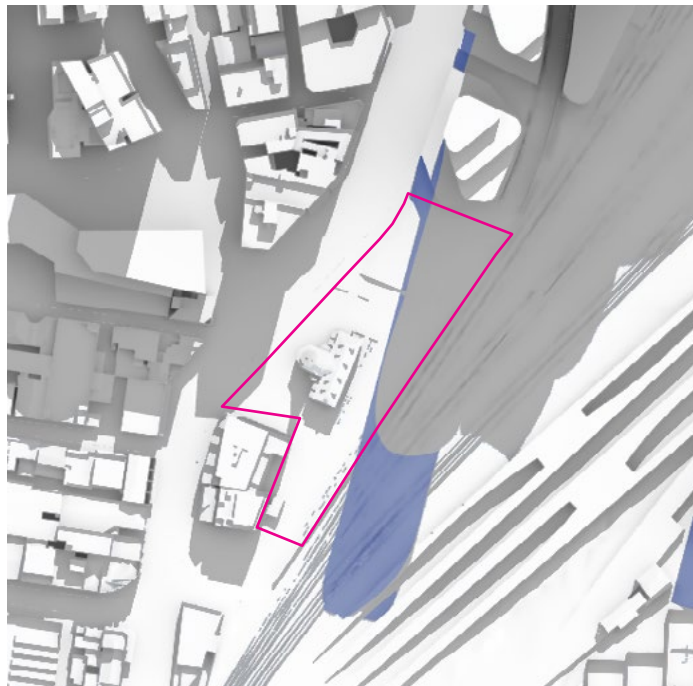
Additional overshadowing created by Central Precinct proposed massing illustrated in blue. (Overshadowing from Western Gateway approved development shown as grey as part of the existing context).



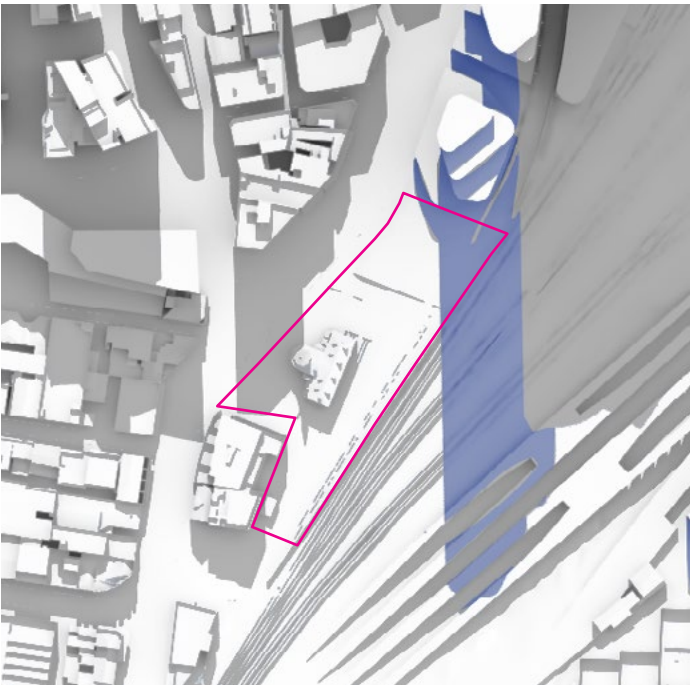
9.00am



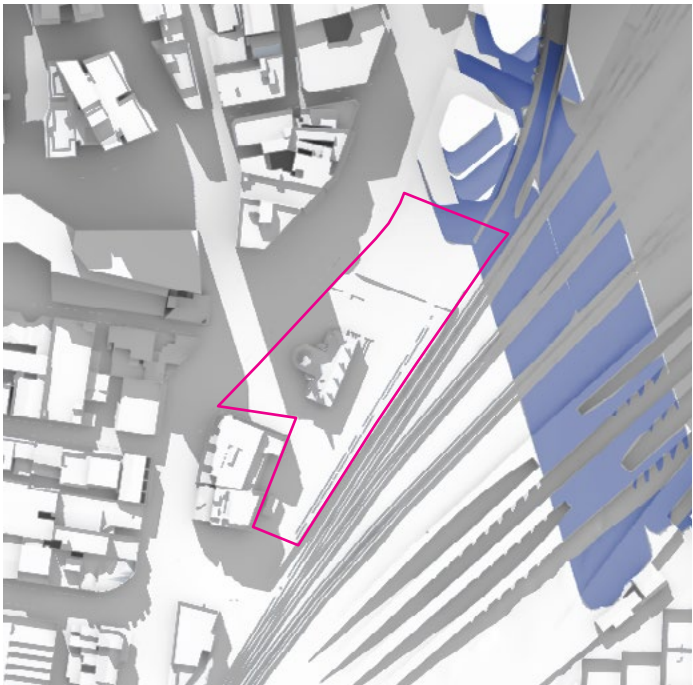
10.00am



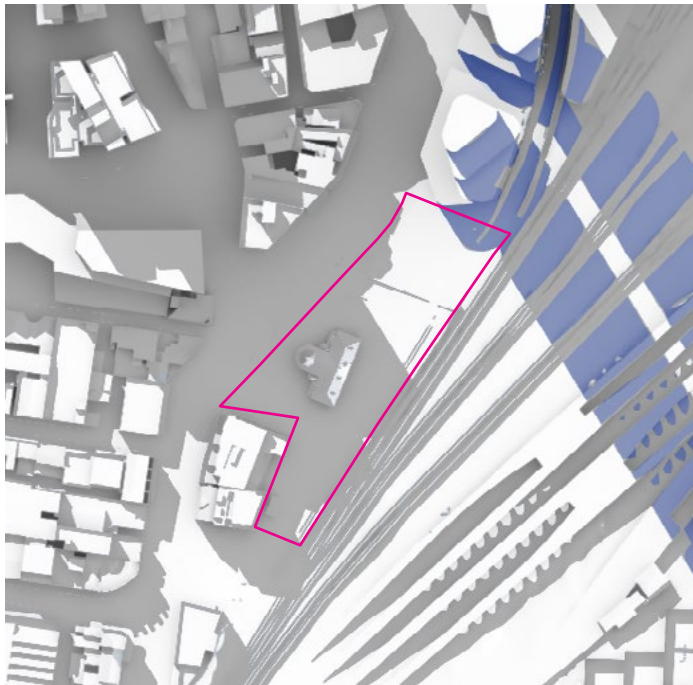
11.00am



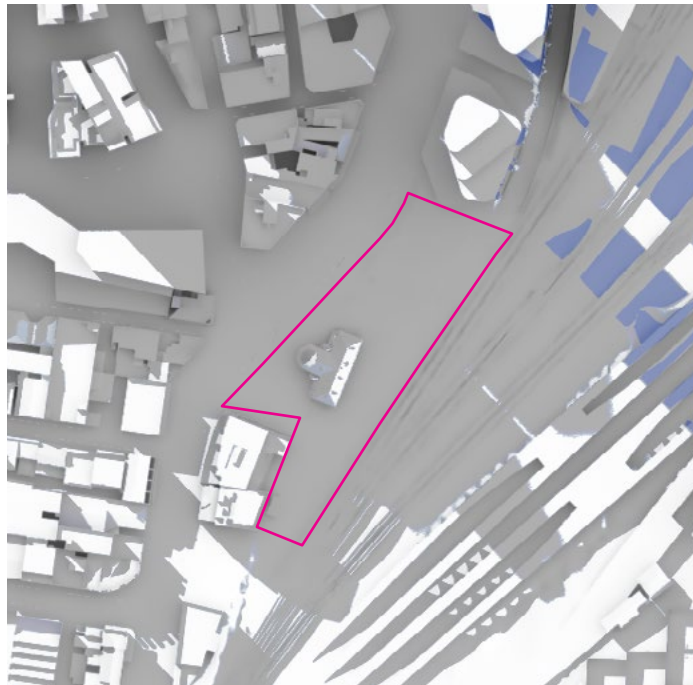
12.00pm



1.00pm



2.00pm



3.00pm

Mortuary Stn Plaza	21 June
Proposed control	Attain direct sunlight to 50% of the area for a minimum of 2 hours from 9am to 3pm on 21 June

- Additional overshadowing by proposed massing
- Existing overshadowing (including approved developments - WGP and 187 Thomas St, Haymarket)
- Proposed RE1 Public Recreation boundary

\*Note: Approximate percentage of space receiving solar access at specified time (area of open space excludes Mortuary Station building)



Overshadowing analysis (open space)

Eddy Ave Plaza	21 June
Proposed control	Attain direct sunlight to 50% of the area for a minimum of 2 hours from 9am to 3pm on 21 June.

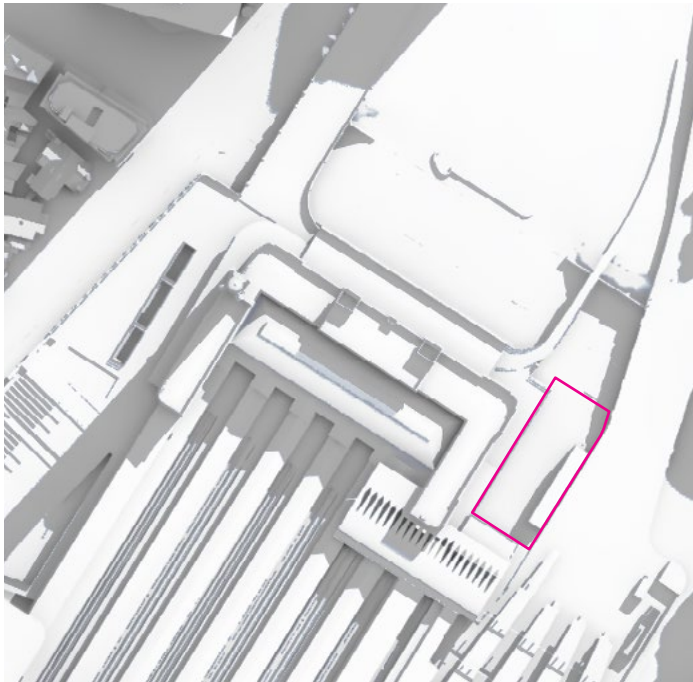
Eddy Ave Plaza

PROPOSED OVERSHADOWING

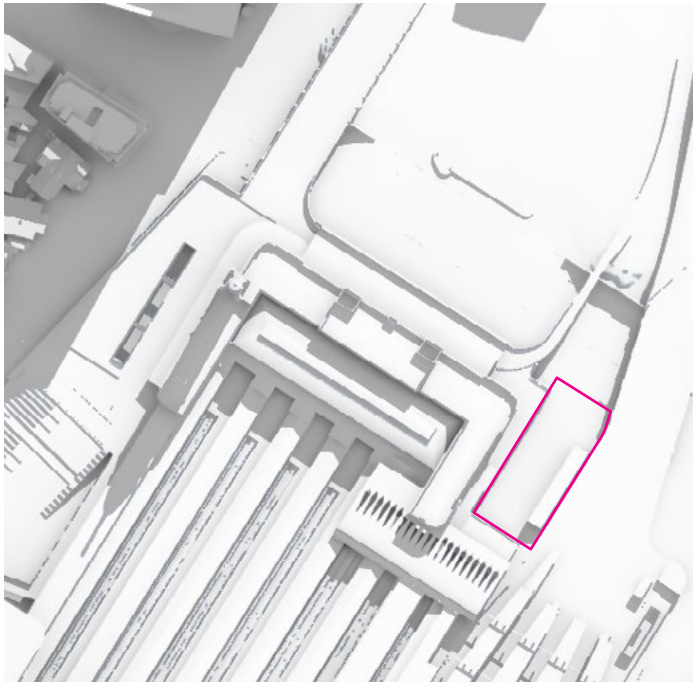
21 June - winter solstice

There is no additional overshadowing from the proposed massing to Eddy Avenue Plaza. It is important to protect the amenity of this space into the future (particularly in the morning hours when the plaza receives good solar access and will be a popular place for dwelling).

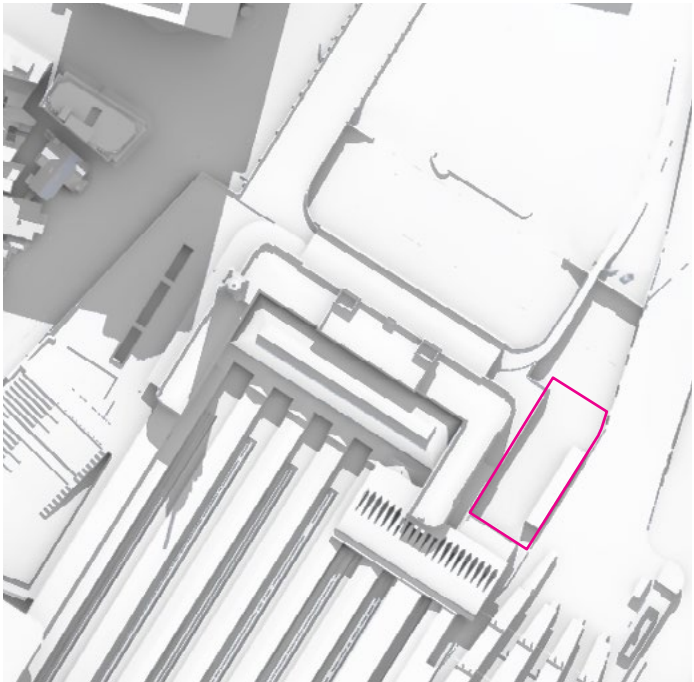
Additional overshadowing created by Central Precinct proposed massing illustrated in blue. (Overshadowing from Western Gateway approved development shown as grey as part of the existing context).



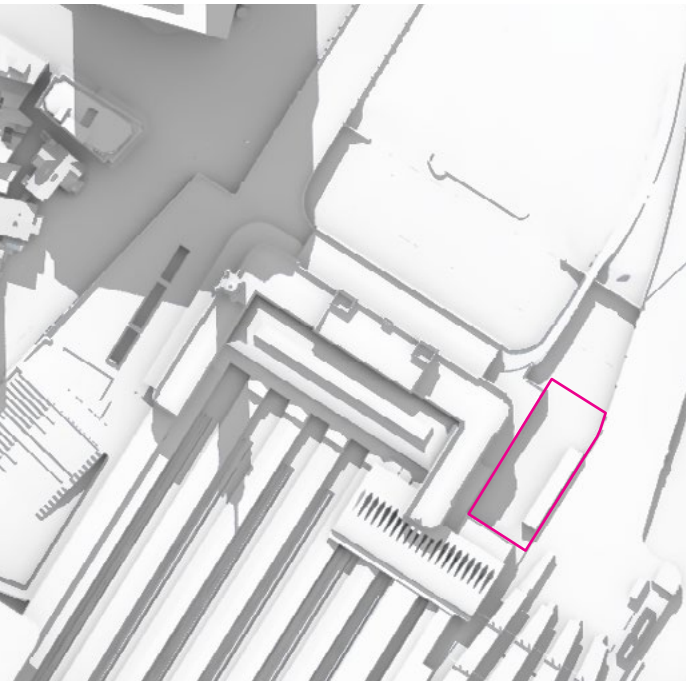
9.00am



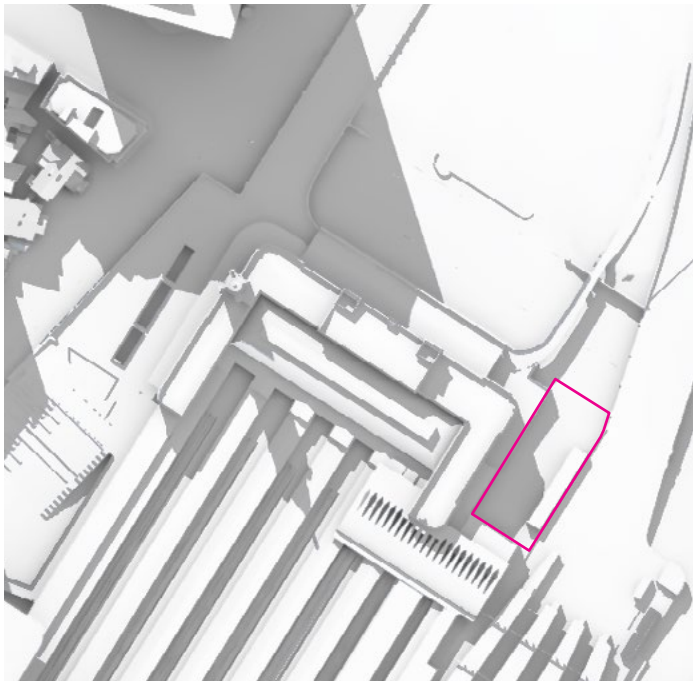
10.00am



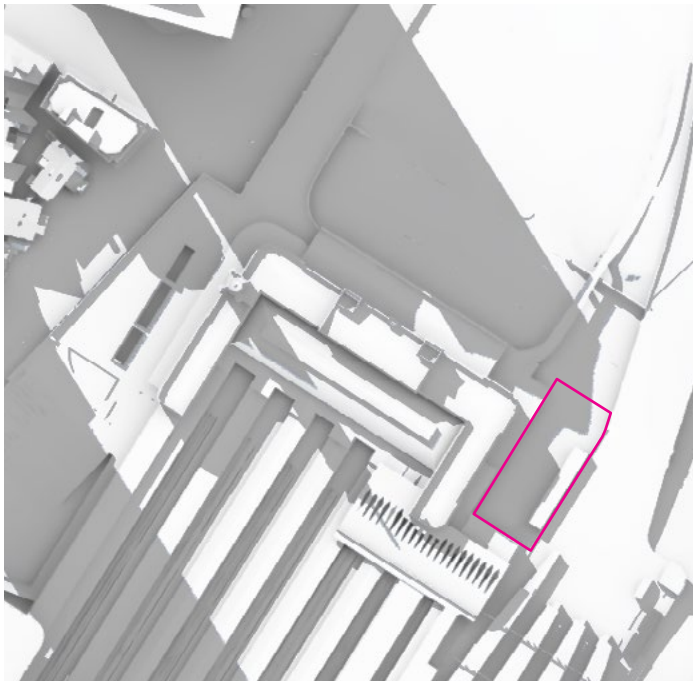
11.00am



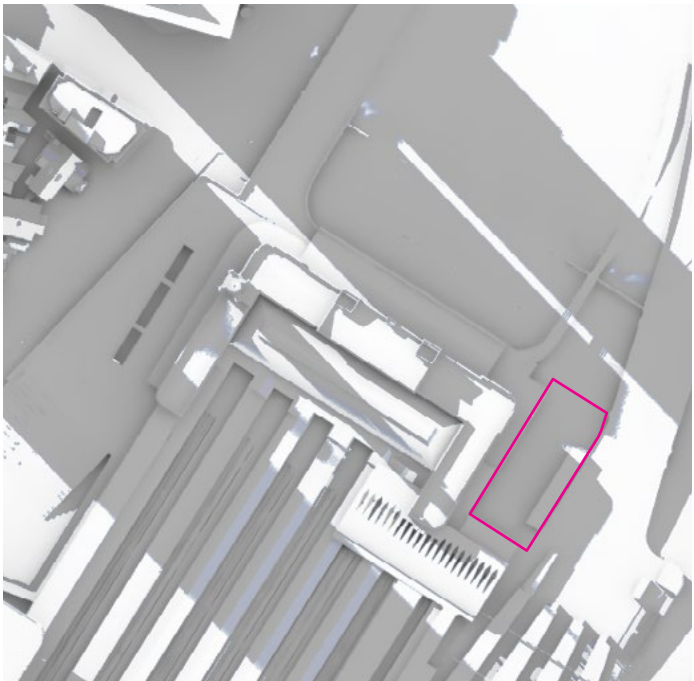
12.00pm



1.00pm



2.00pm



3.00pm

- Additional overshadowing by proposed massing
- Existing overshadowing (including approved developments - WGP and 187 Thomas St, Haymarket)
- Proposed RE1 Public Recreation boundary

*\*Note: Approximate percentage of space receiving solar access at specified time*



Overshadowing analysis (open space)

Belmore Park

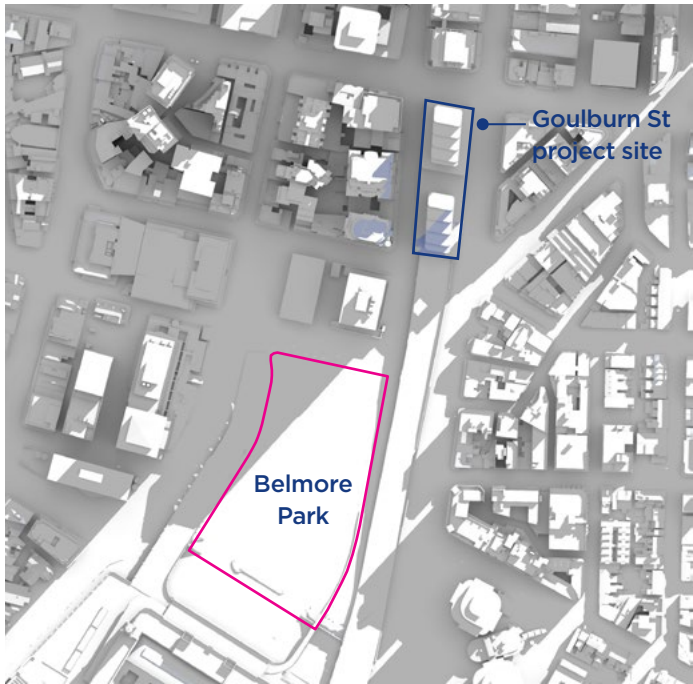
PROPOSED OVERSHADOWING

21 June - winter solstice

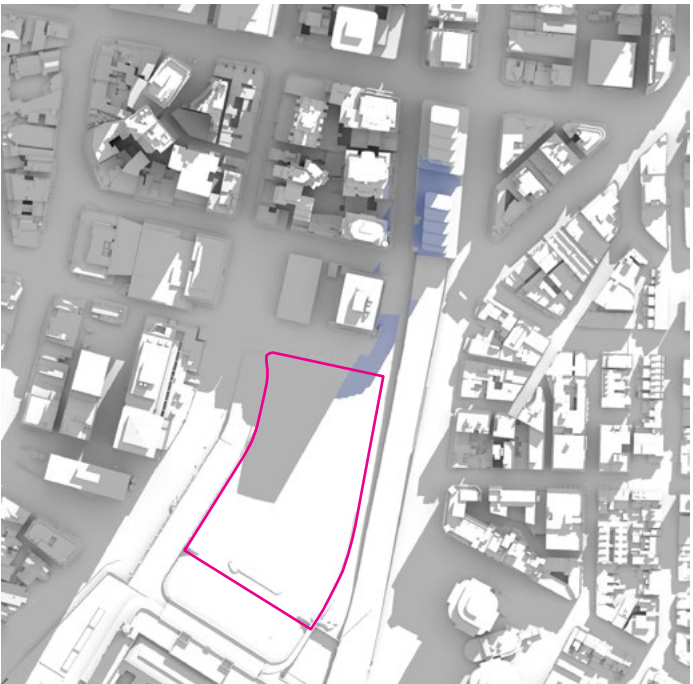
As illustrated by the adjacent overshadowing studies, the overshadowing impact to Belmore Park created by the proposed massing at the Goulburn Street carpark site is minimal within the control times and falls within the shadow permissible by the SAP.

Additional overshadowing created by Central Precinct proposed massing illustrated in blue.

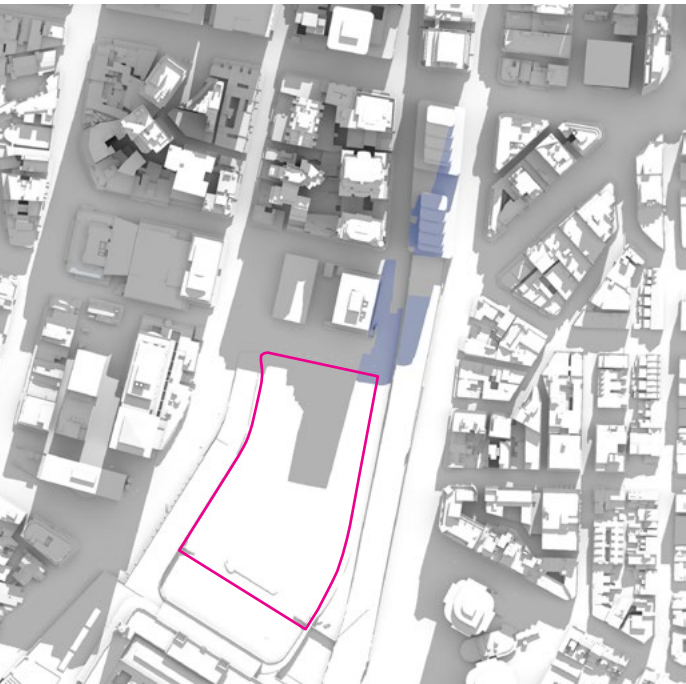
Belmore Park	21 June
<a href="#">Sydney LEP 2012 control</a>	As per Belmore Park sun access plane - protect solar access between 10am-2pm all year



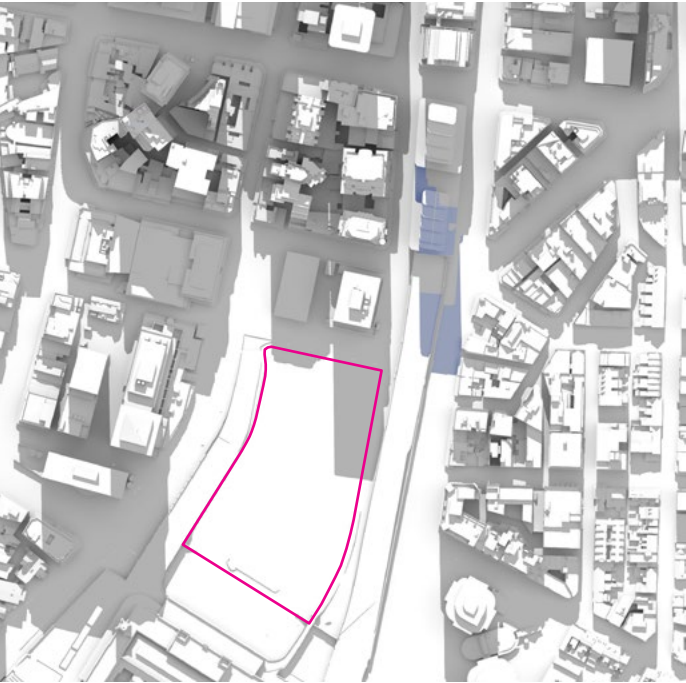
9.00am



10.00am



11.00am



12.00pm



1.00pm



2.00pm



3.00pm

- Additional overshadowing by proposed massing
- Existing overshadowing (including approved developments - WGP and 187 Thomas St, Haymarket)
- Belmore Park



Overshadowing analysis (open space)

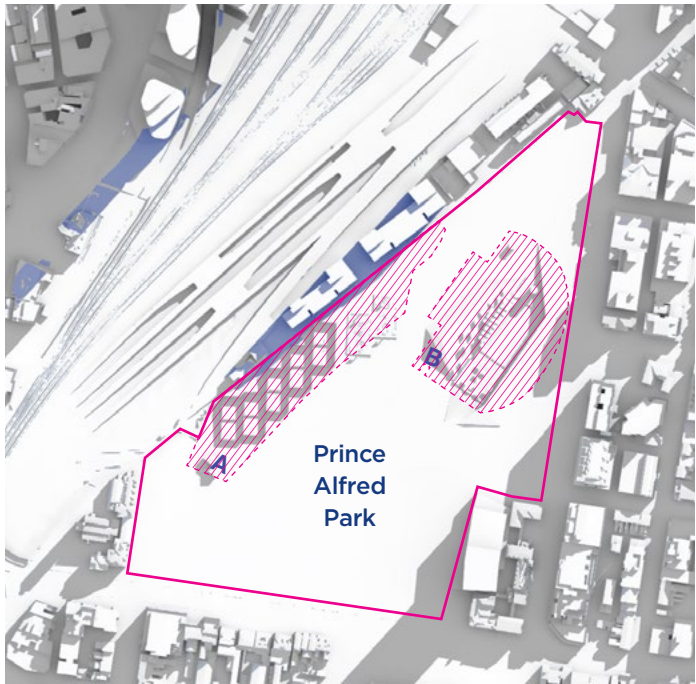
Prince Alfred Park

PROPOSED OVERSHADOWING

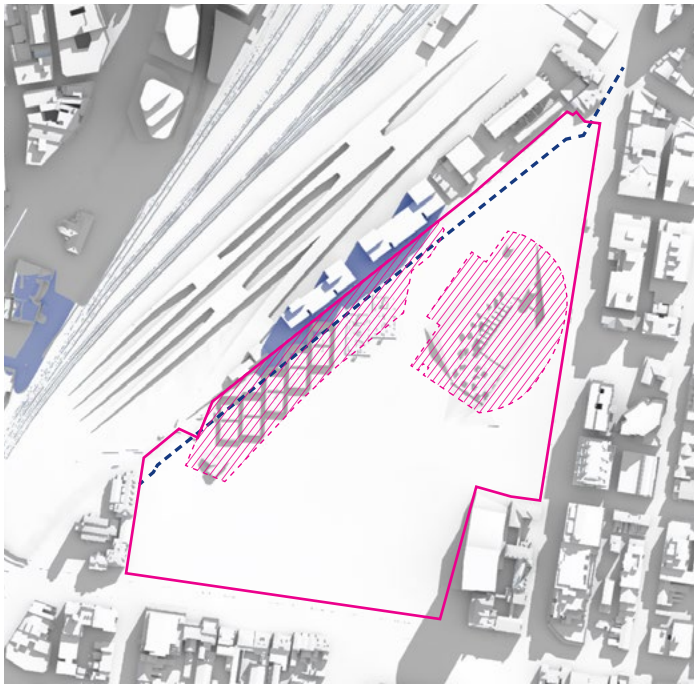
21 June - winter solstice

As illustrated by the adjacent studies, the overshadowing impact to Prince Alfred Park created by the proposed massing falls within the shadow permissible by the SAP. This overshadowing impact is limited to the active recreation section of the park, north-west of the existing pedestrian path and avoids the open grassed areas and public pool.

Prince Alfred Park	21 June
<a href="#">Sydney LEP 2012 control</a>	As per Prince Alfred Park sun access plane - protect solar access between 10am-2pm all year



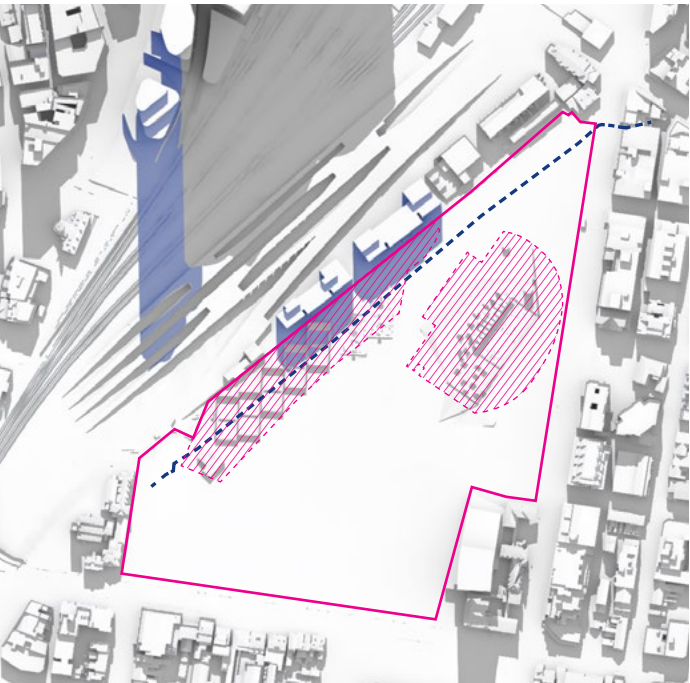
9.00am



10.00am



11.00am



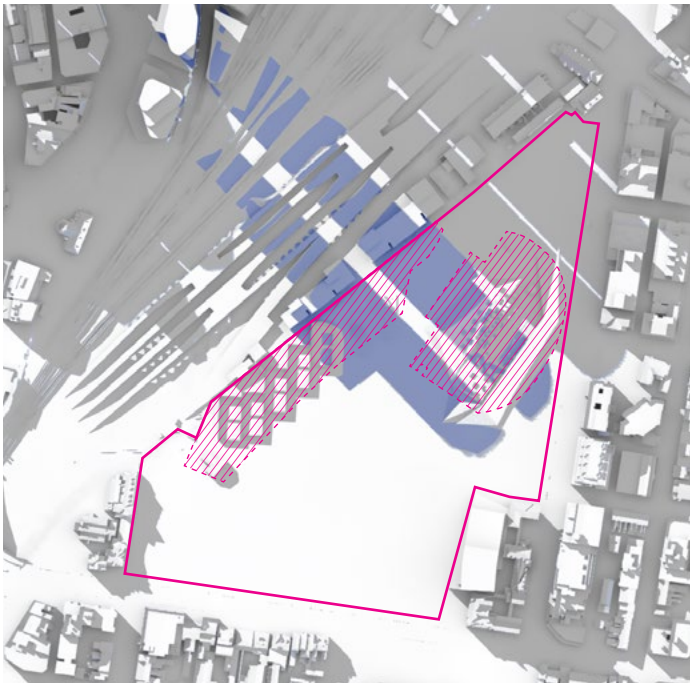
12.00pm



1.00pm



2.00pm



3.00pm

- Additional overshadowing by proposed massing
- Existing overshadowing (including approved developments - WGP and 187 Thomas St, Haymarket)
- Prince Alfred Park
- Indicative area (a) active recreation & (b) public pool



# Overshadowing analysis (neighbouring residential)

## Identifying impacted sites (Surry Hills)

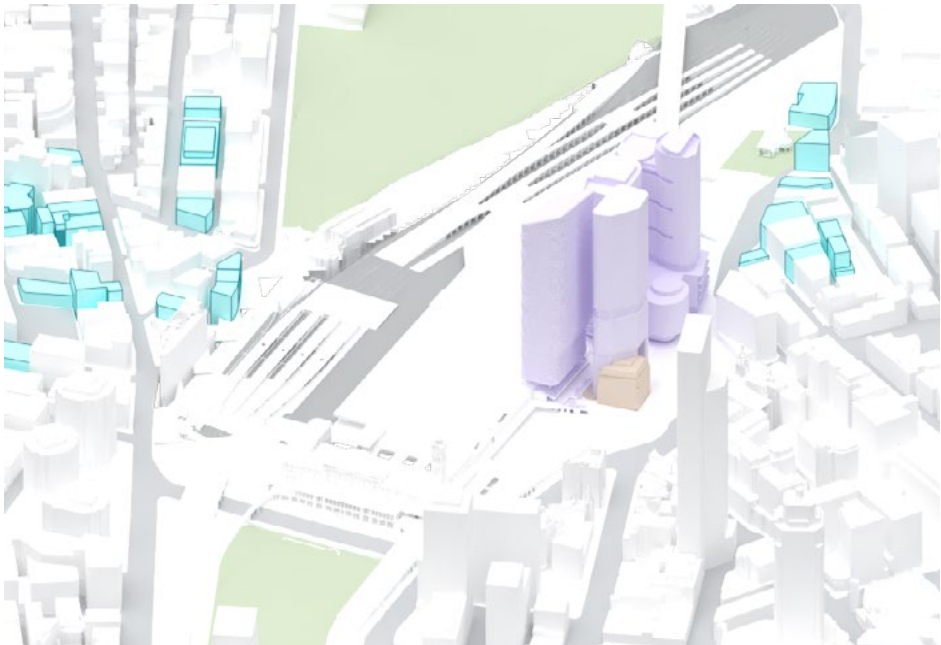
A sun eye view analysis was completed to identify the existing strata lots impacted by the proposed massing. Within Surry Hills, no existing residential apartments are impacted.

The adjacent sun eye view studies illustrate:

- Existing strata lots within the surrounding context are highlighted in blue. Strata lots were extracted from Strata Hub: <https://portal.spatial.nsw.gov.au/portal/home/webmap/viewer.html?useExisting=1&layers=2b1573521f3a429d859aff9177b54edd>.
- Lots impacted by the proposed massing are outlined in red.

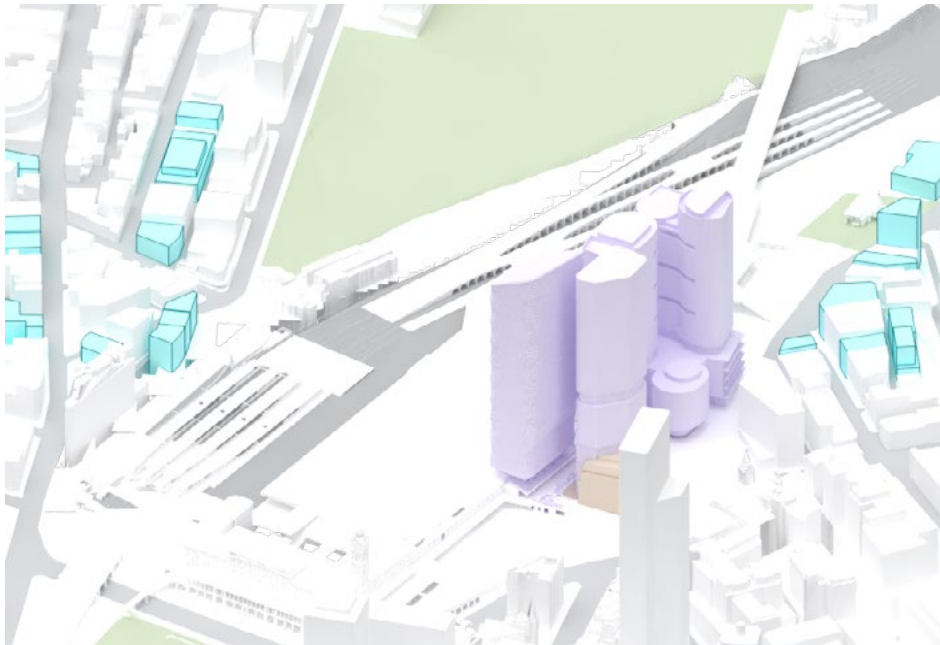
## Sun eye view analysis

21 June  
11.30am

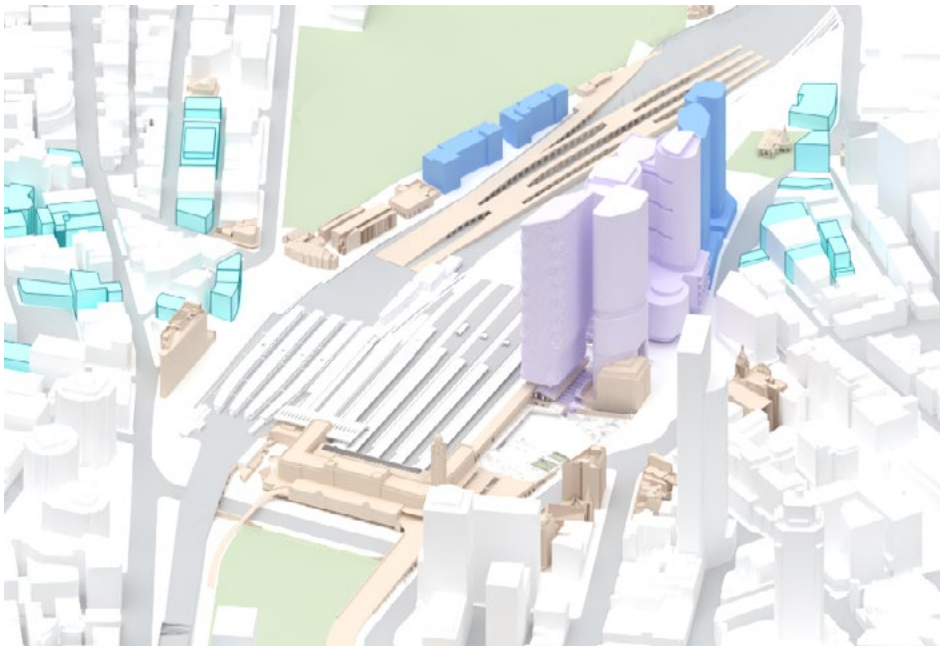


Existing (including WGP)

12.00pm



Existing (including WGP)



Proposed



Proposed

- Legend
- Existing strata developments
  - Proposed massing
  - Approved planned development
  - Impacted development



Overshadowing analysis (neighbouring residential)

Sun eye view analysis

21 June  
12.30pm



Existing (including WGP)

1.00pm



Existing (including WGP)

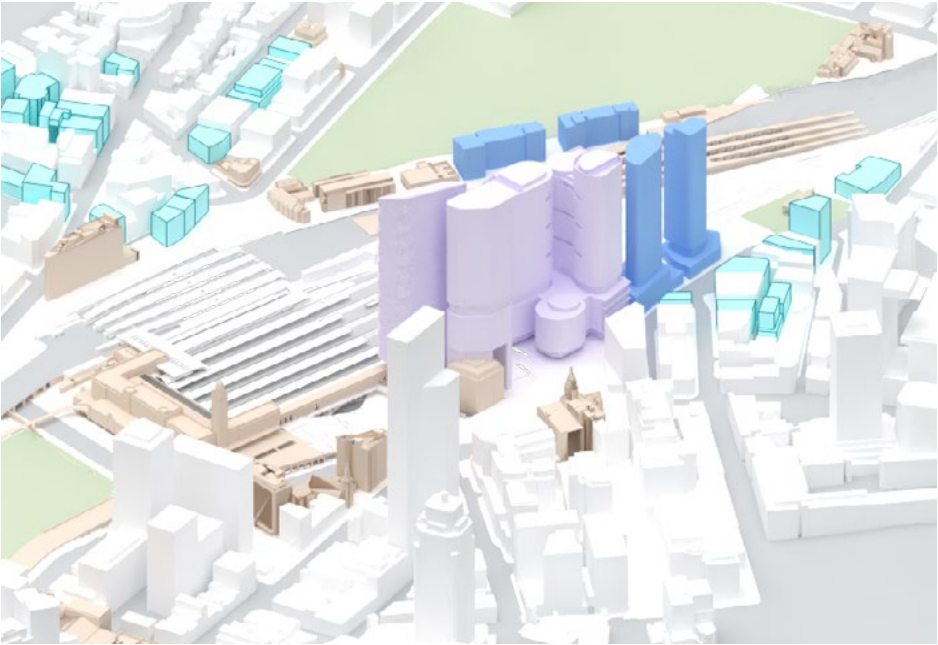
1.30pm



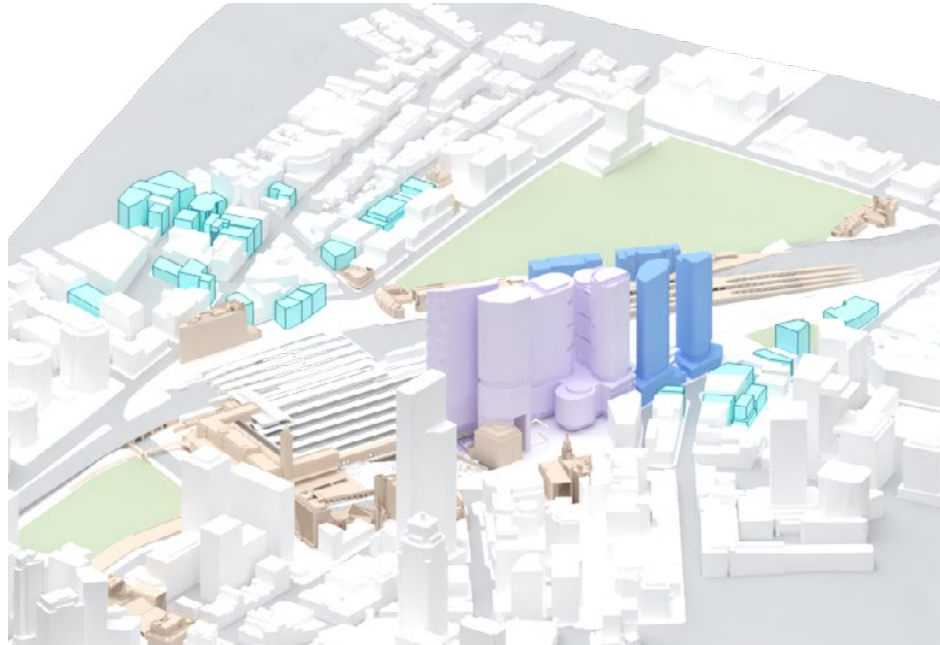
Existing (including WGP)



Proposed



Proposed



Proposed

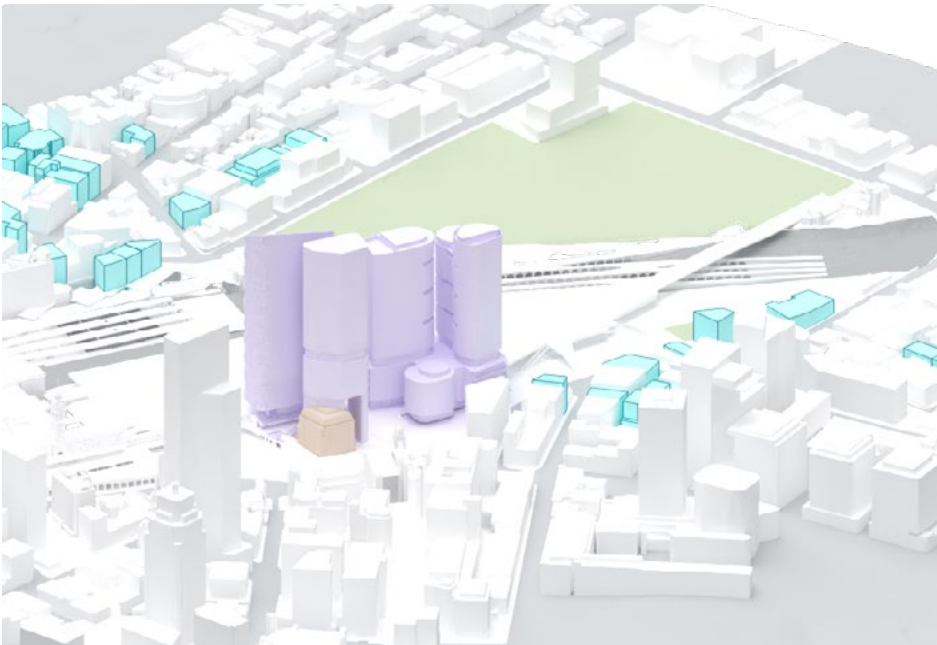
- Legend
- Existing strata developments
  - Proposed massing
  - Approved planned development
  - Impacted development



Overshadowing analysis (neighbouring residential)

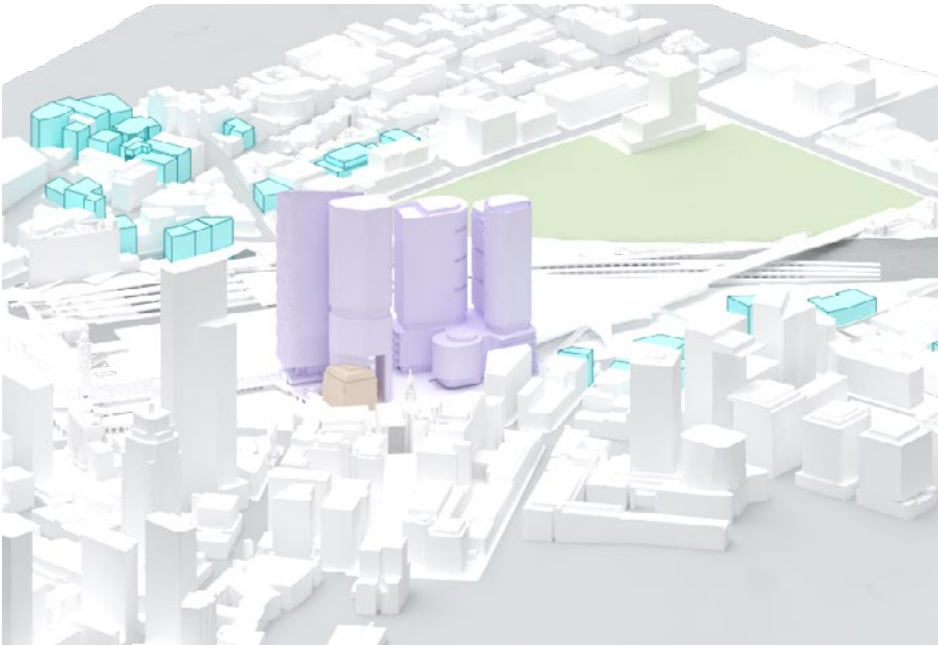
Sun eye view analysis

21 June  
2.00pm



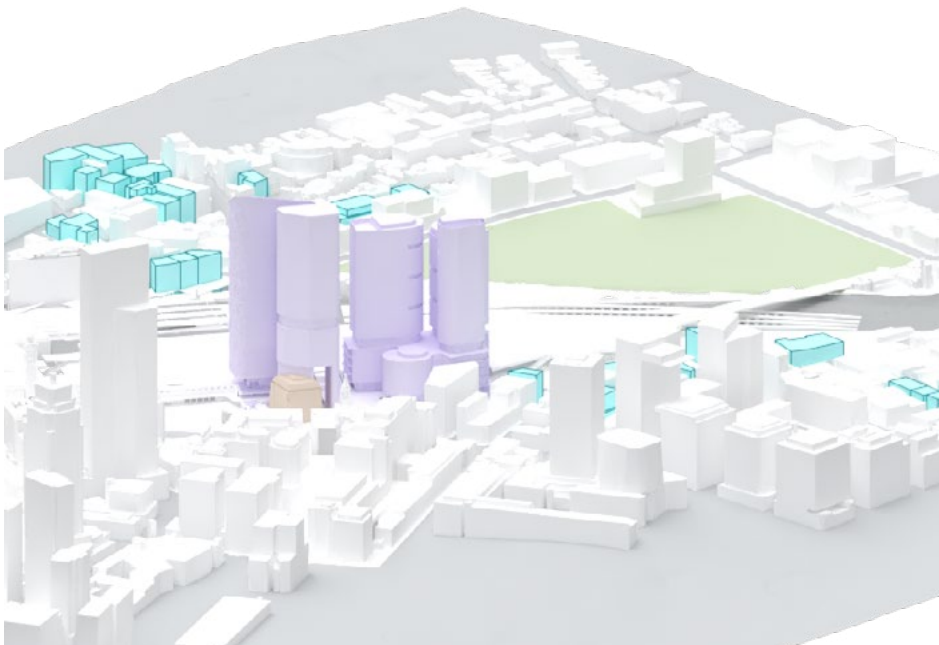
Existing (including WGP)

2.30pm

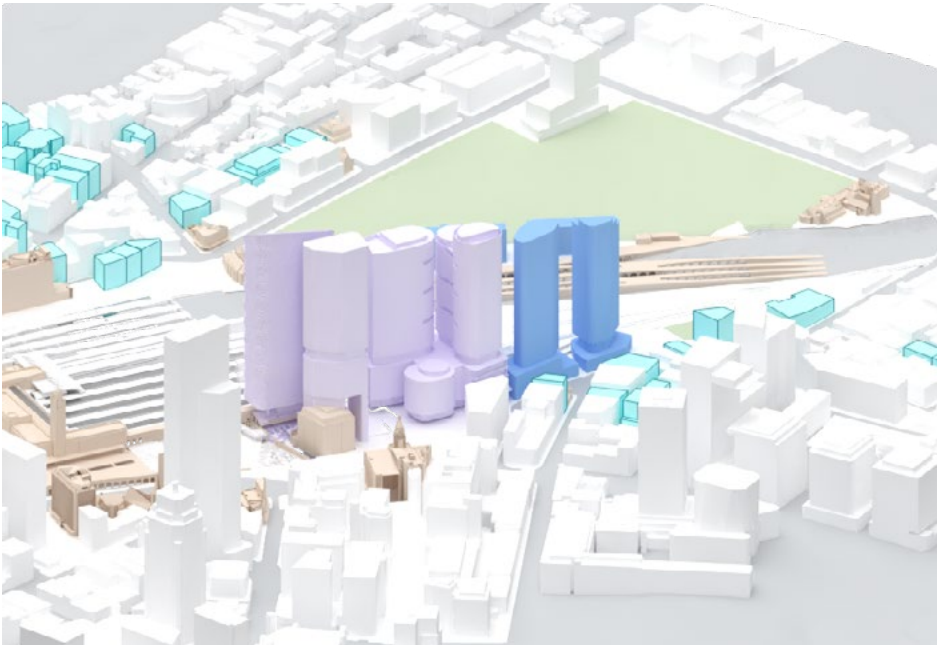


Existing (including WGP)

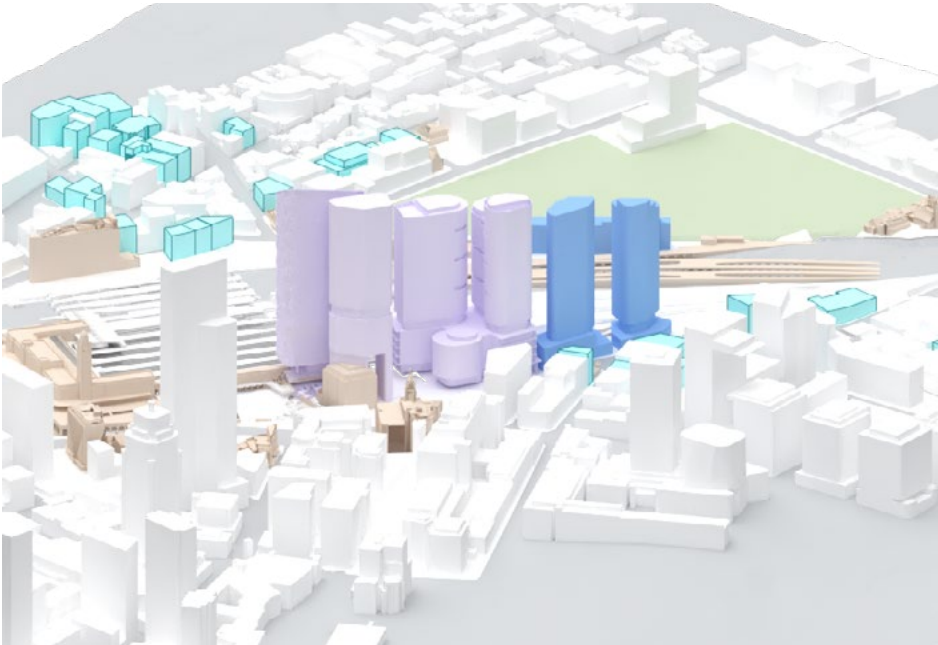
3.00pm



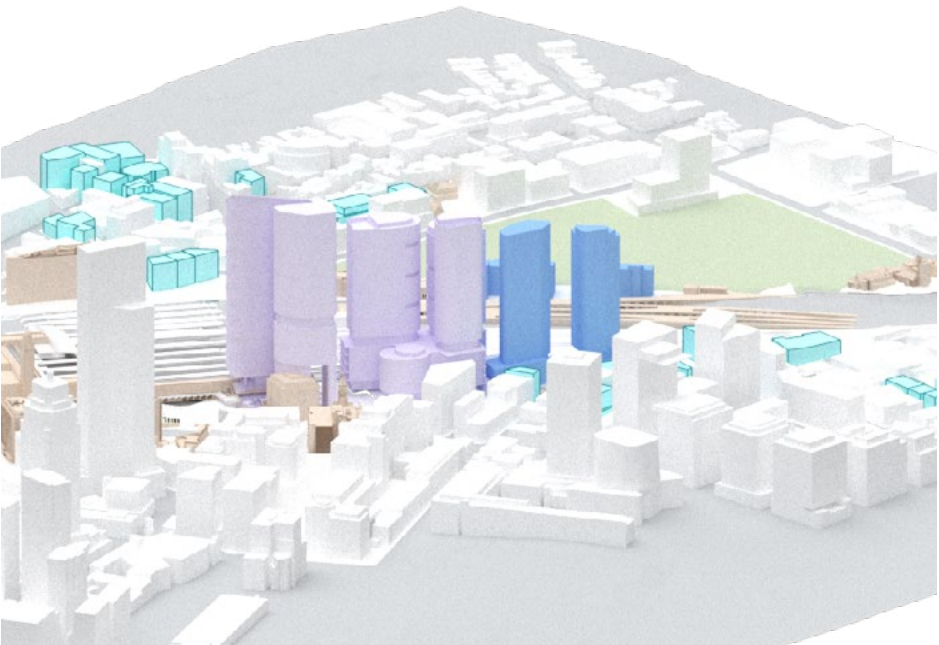
Existing (including WGP)



Proposed



Proposed



Proposed

- Legend
- Existing strata developments
  - Proposed massing
  - Approved planned development
  - Impacted development



# Overshadowing analysis (neighbouring residential)

## Identifying impacted sites (Chippendale)

A sun eye view analysis was completed to identify the existing strata lots impacted by the proposed massing. Within Chippendale, 52 Regent Street is impacted:

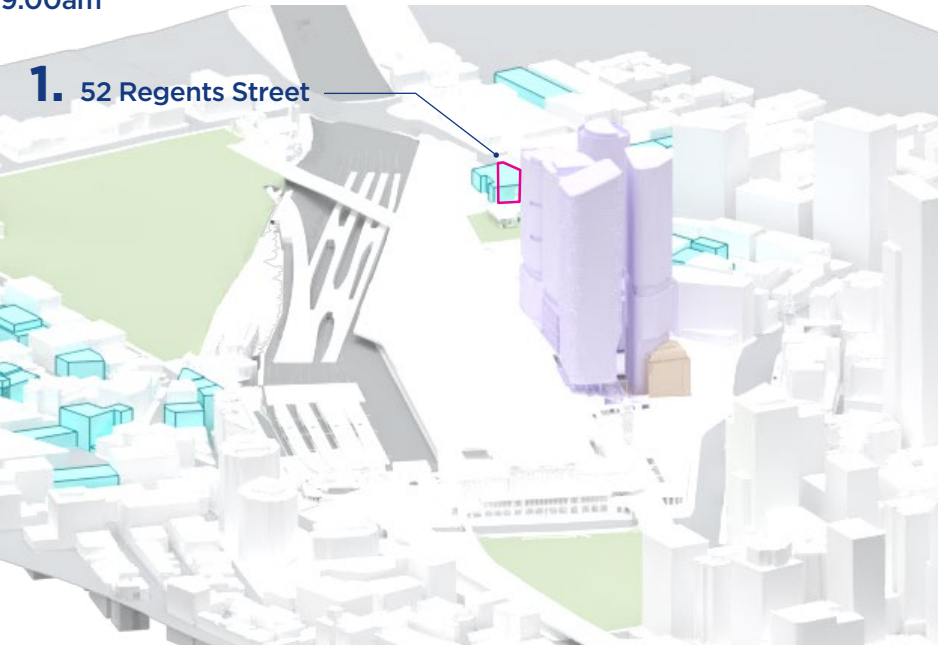
### 52 Regent Street, Chippendale

- Additional overshadowing of 52 Regent Street, Chippendale occurs between approximately 9am and 10am in midwinter. Further investigation of this existing residential development is provided on the following pages.
- The adjacent sun eye view studies illustrate:
  - Existing strata lots within the surrounding context are highlighted in blue. Strata lots were extracted from Strata Hub: <https://portal.spatial.nsw.gov.au/portal/home/webmap/viewer.html?useExisting=1&layers=2b1573521f3a429d859aff9177b54edd>.
  - Lots impacted by the proposed massing are outlined in red.

## Sun eye view analysis

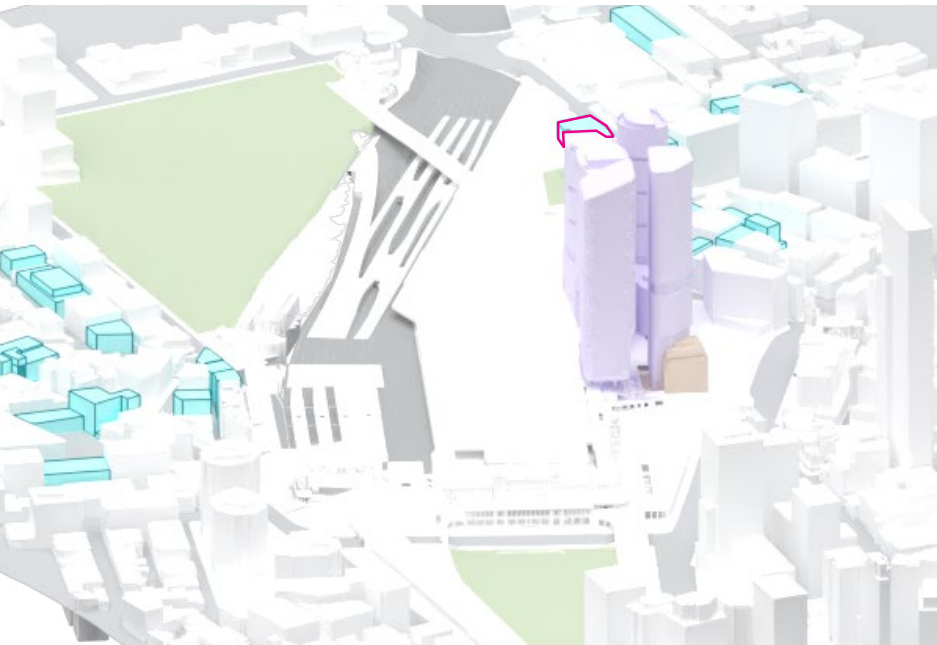
21 June

9.00am

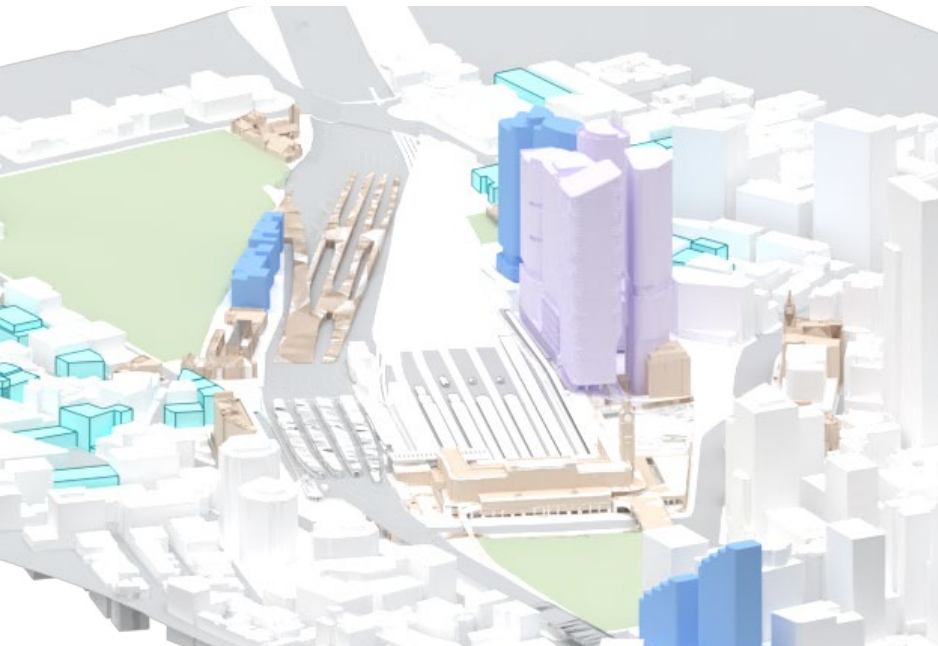


Existing (including WGP)

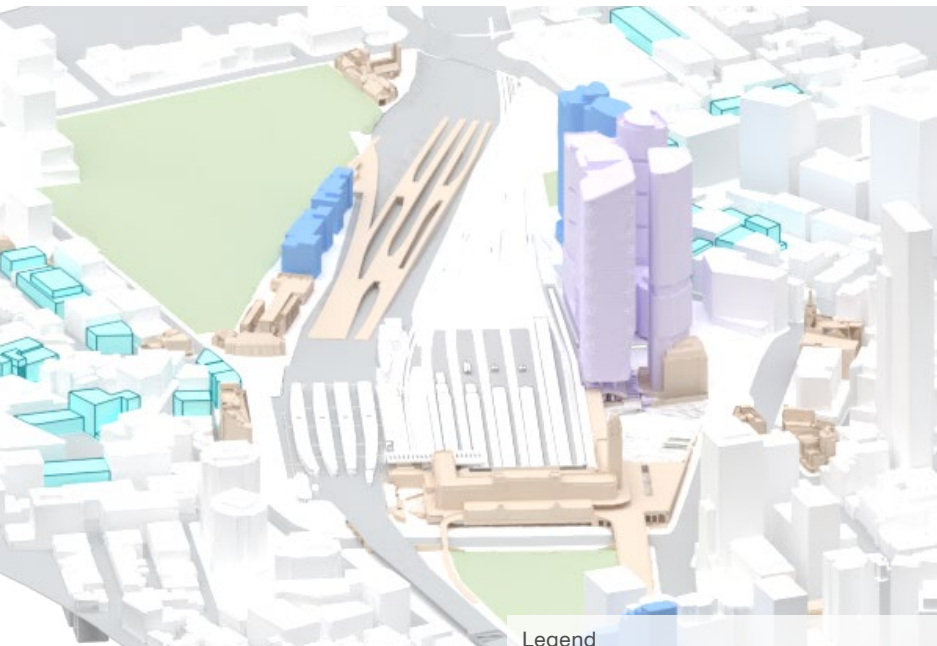
9.30am



Existing (including WGP)



Proposed



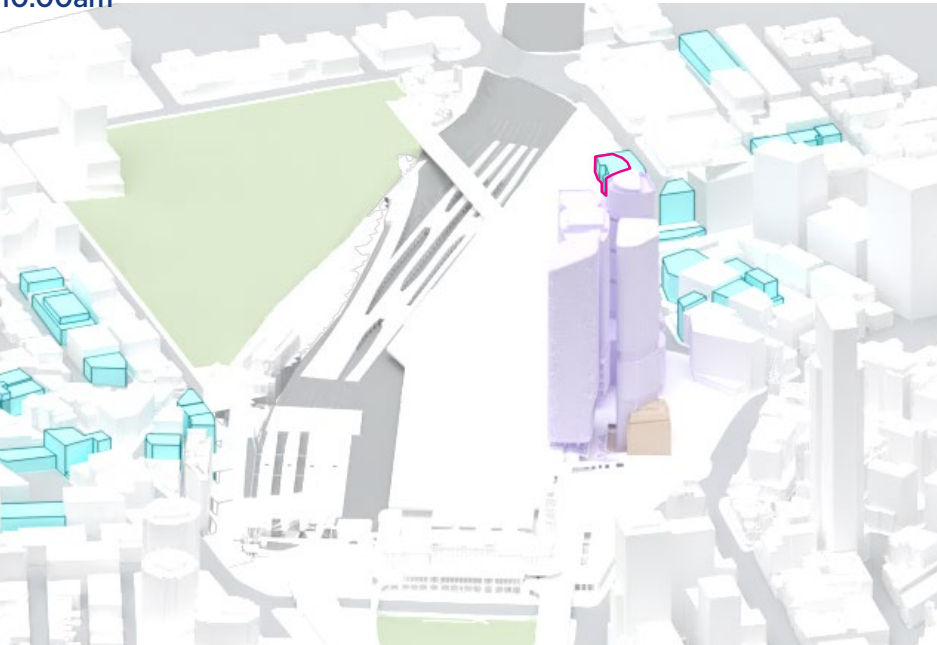
Proposed

- Legend
- Existing strata developments
  - Proposed massing
  - Approved planned development
  - Impacted development



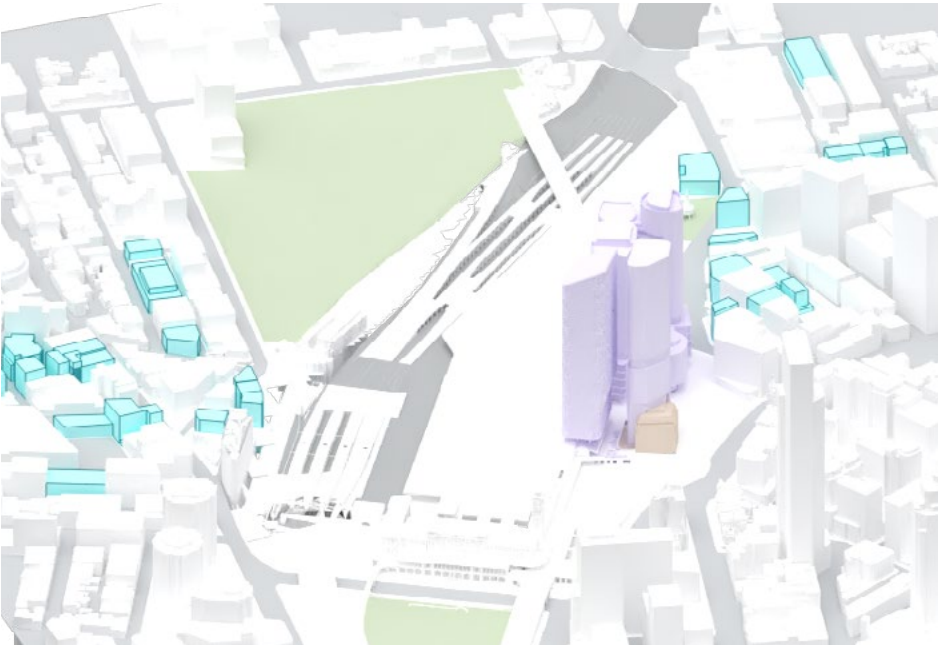
Overshadowing analysis (neighbouring residential)

21 June  
10.00am



Existing (including WGP)

10.30am



Existing (including WGP)



Proposed



Proposed

- Legend
- Existing strata developments
  - Proposed massing
  - Approved planned development
  - Impacted development



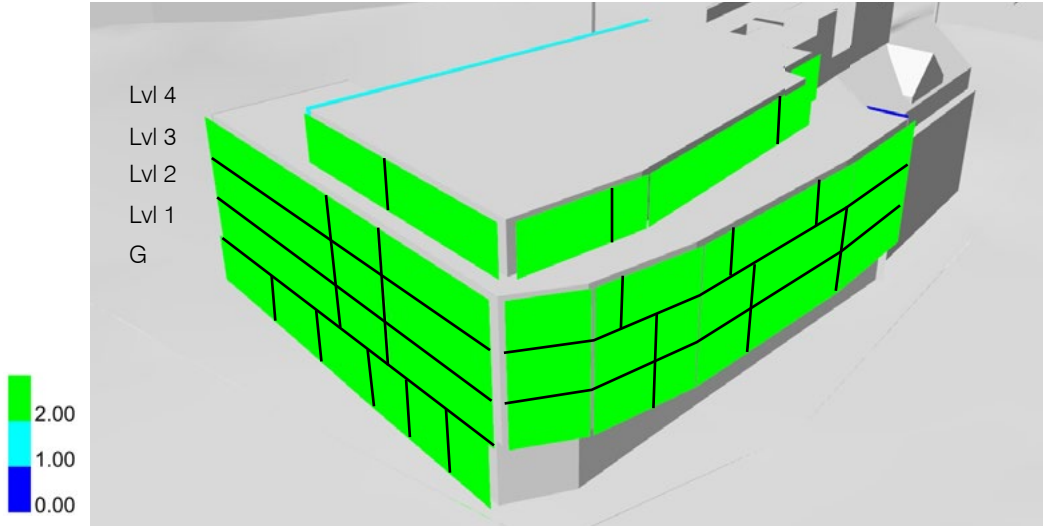
Overshadowing analysis (neighbouring residential)

52 Regent Street, Chippendale

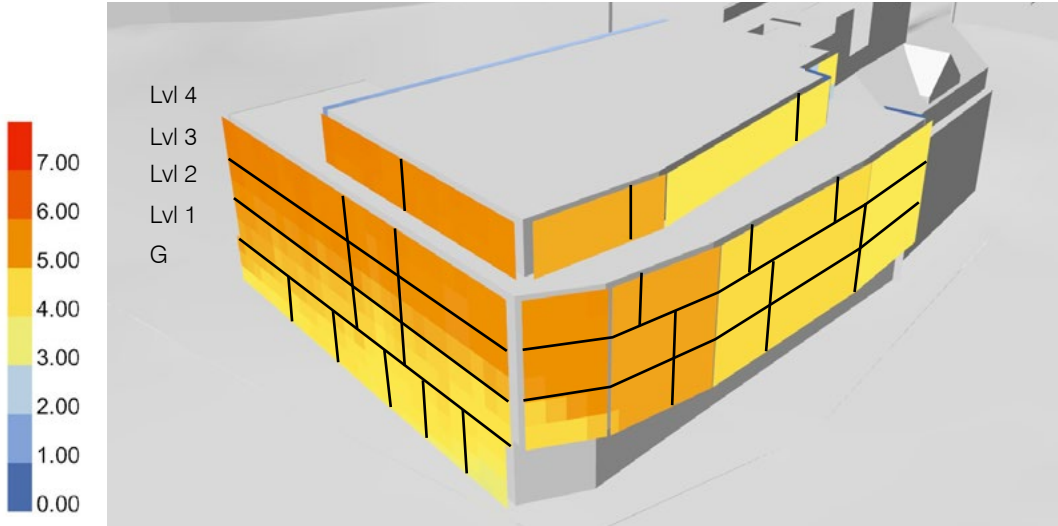
Solar testing has been conducted to assess the impact of the proposed massing on the existing residential development at 52 Regent Street, Chippendale. (Note, without a detailed model of the existing development at 52 Regent Street, a high level method only has been used to assess ADG compliance).

21 June  
9am-3pm

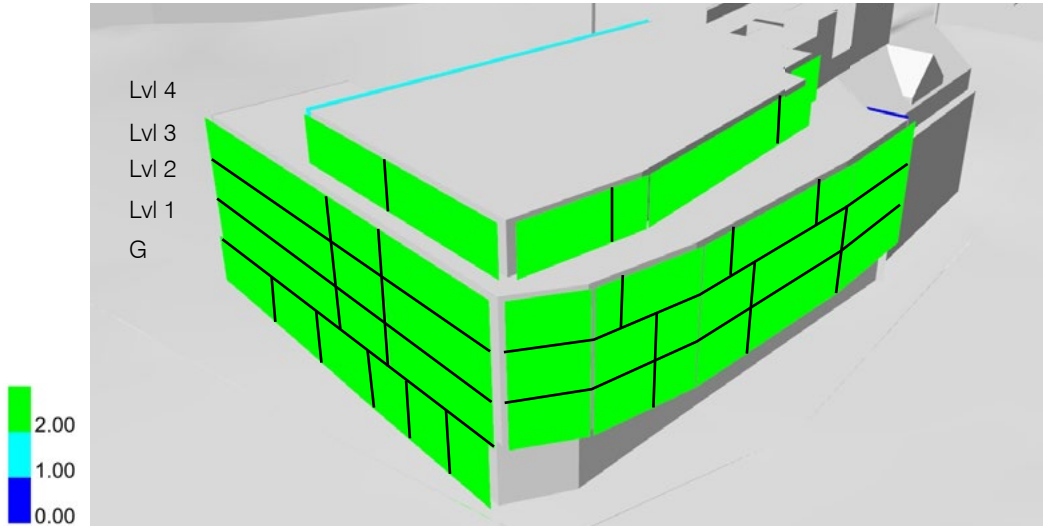
Compliance against minimum 2 hour ADG solar requirement



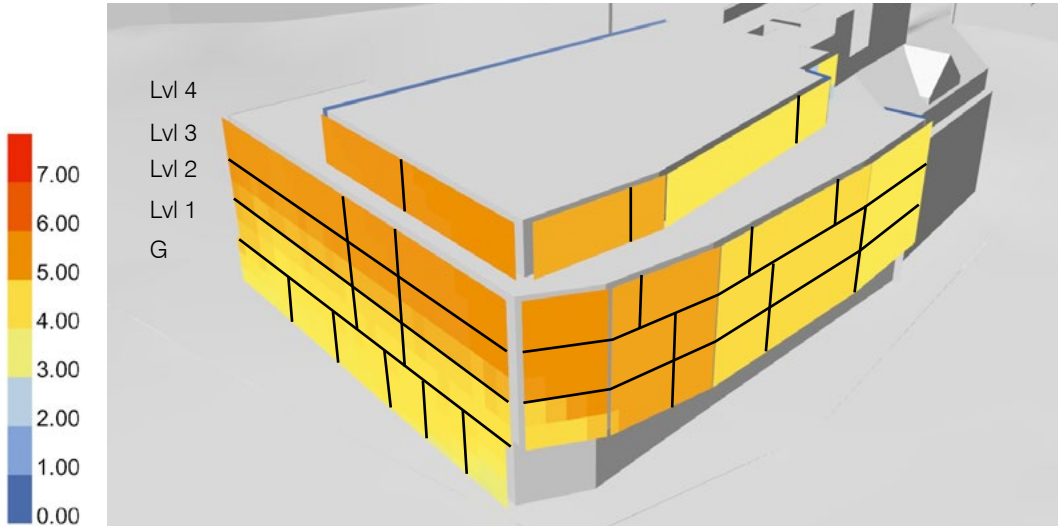
Hours of sunlight



Compliance against minimum 2 hour ADG solar requirement



Hours of sunlight



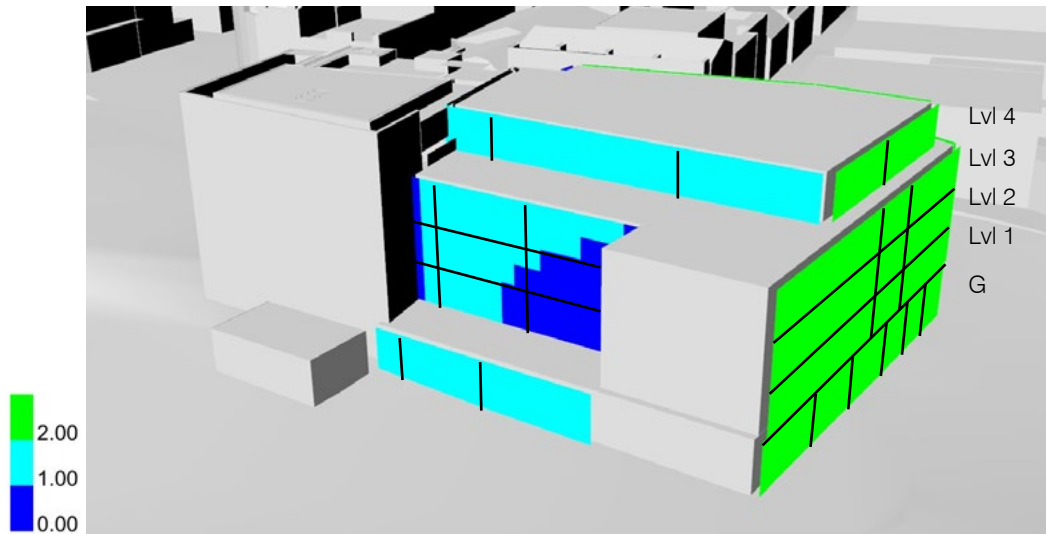
Indicative only apartment divisions are shown on the above images



Overshadowing analysis (neighbouring residential)

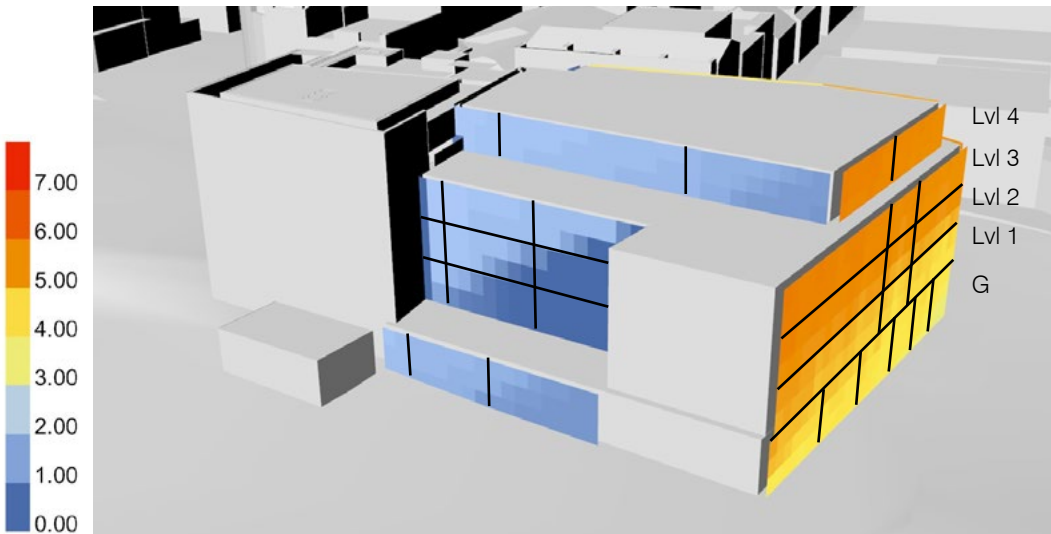
21 June  
9am-3pm

Compliance against minimum 2 hour ADG solar requirement



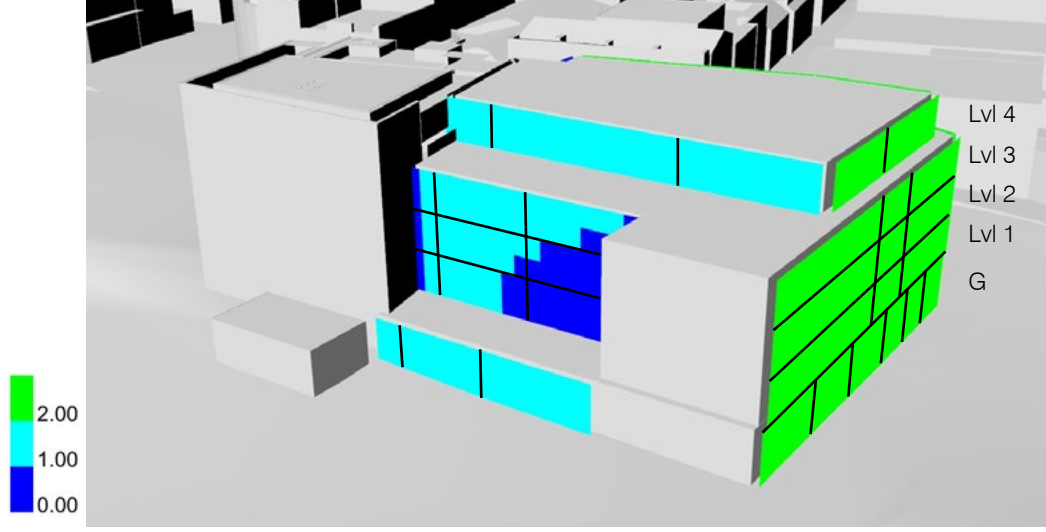
Existing (including WGP)

Hours of sunlight



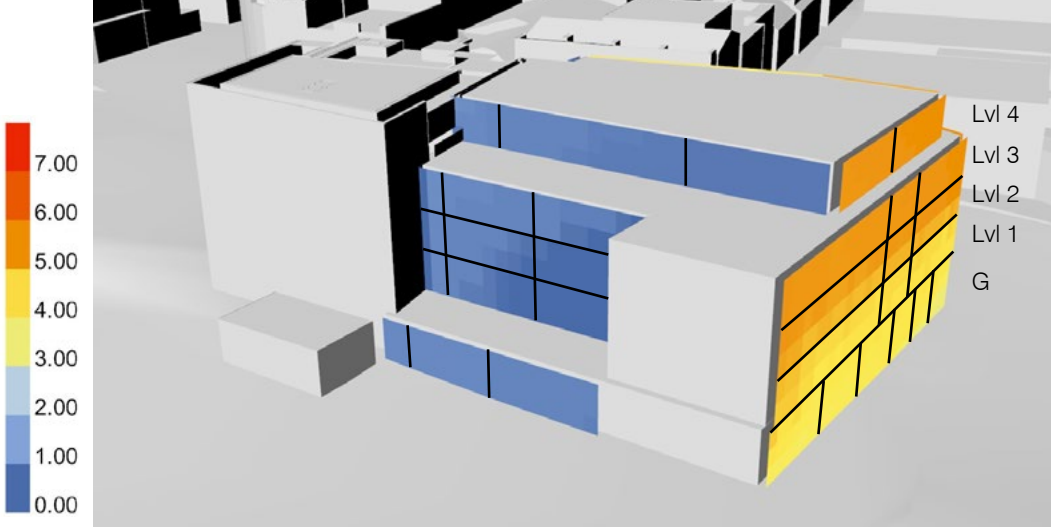
Existing (including WGP)

Compliance against minimum 2 hour ADG solar requirement



Proposed

Hours of sunlight



Proposed



Indicative only apartment divisions are shown on the above images



Overshadowing analysis (neighbouring residential)

52 Regent Street, Chippendale

Based on the high level testing undertaken, it appears that 28 out of 40 apartments (70%) receives a minimum of 2 hours solar access between 9am-2pm on 21 June both with and without the proposed massing. This meets the minimum number required under the ADG.

Ground level plan

Existing (including WGP)

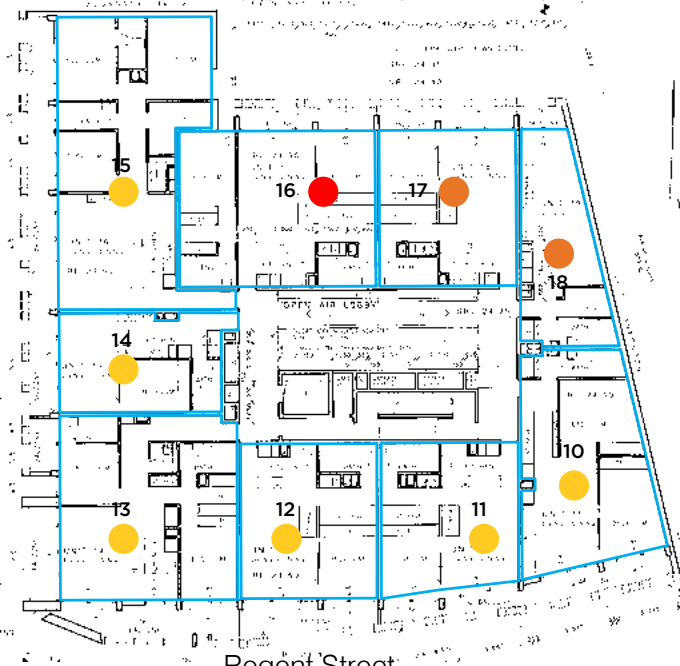


Proposed

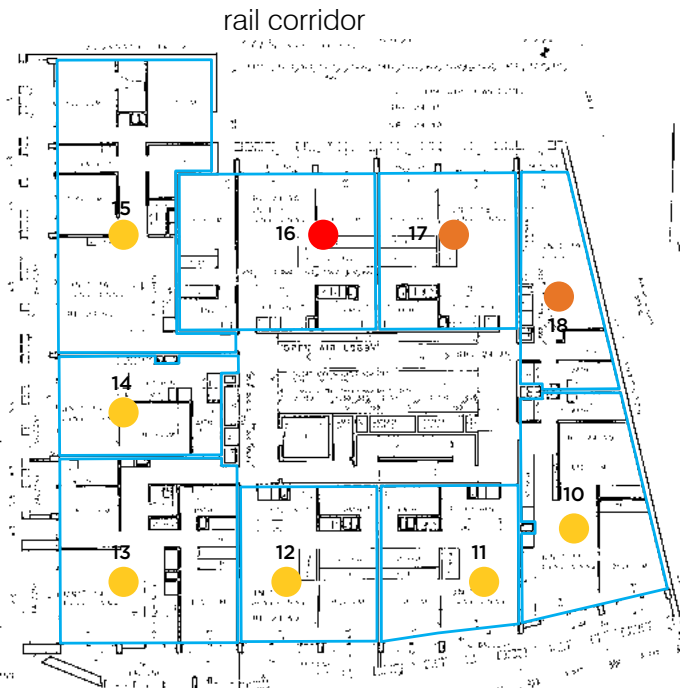


Level 1

rail corridor

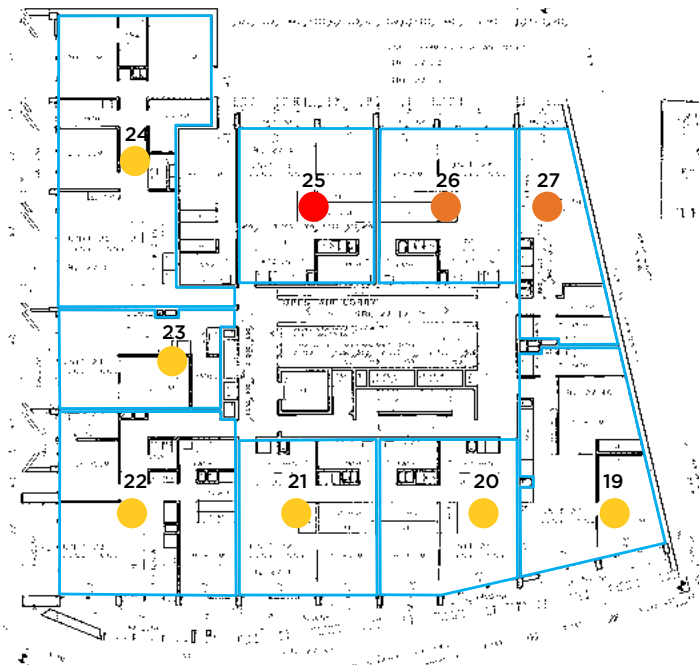


Regent Street



Regent Street

Level 2



- Compliant (> 2 hours)
- > 0 to < 2 hours
- No solar access

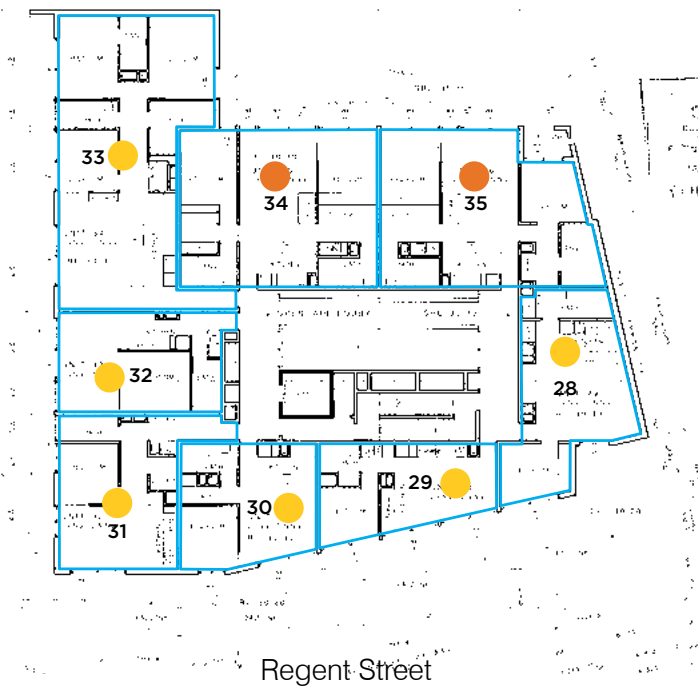
Floor plans: 52 Regent Street, Sydney. For Section 96 purposes, dated October 2002. By Candalepas Associates



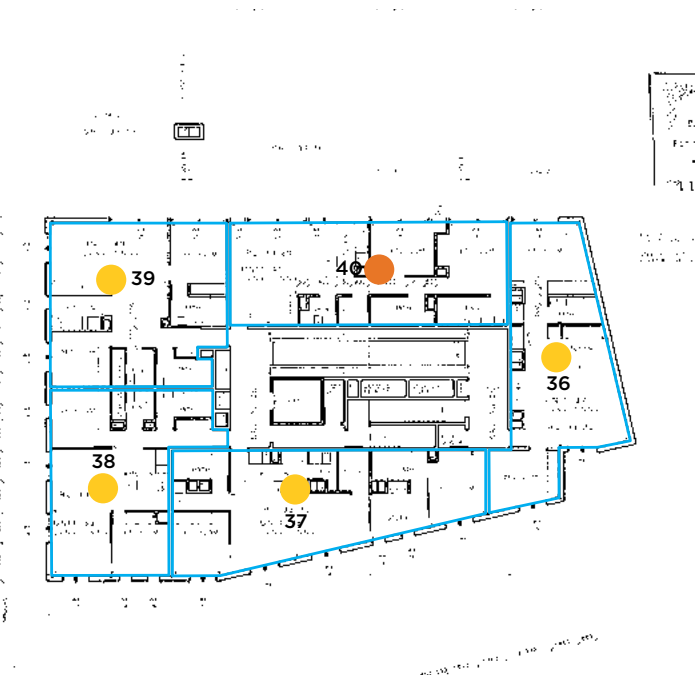
Overshadowing analysis (neighbouring residential)

Level 3

Existing (including WGP) rail corridor

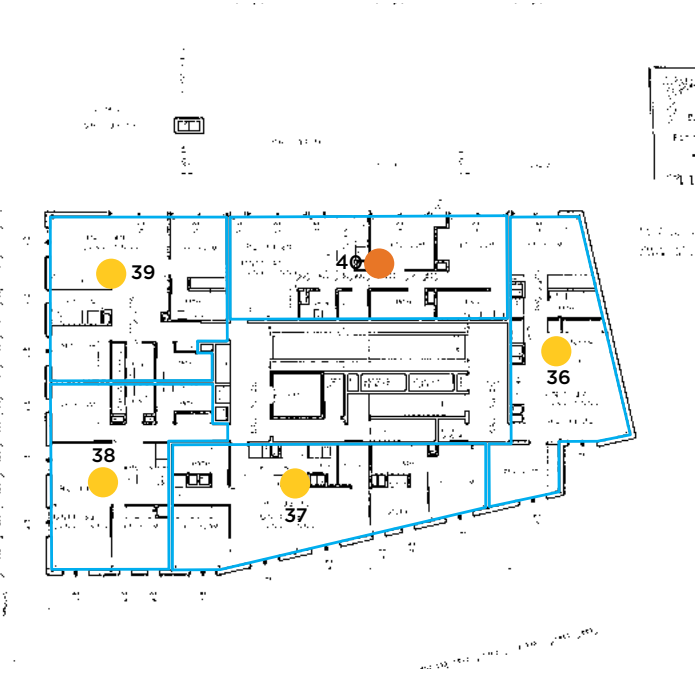
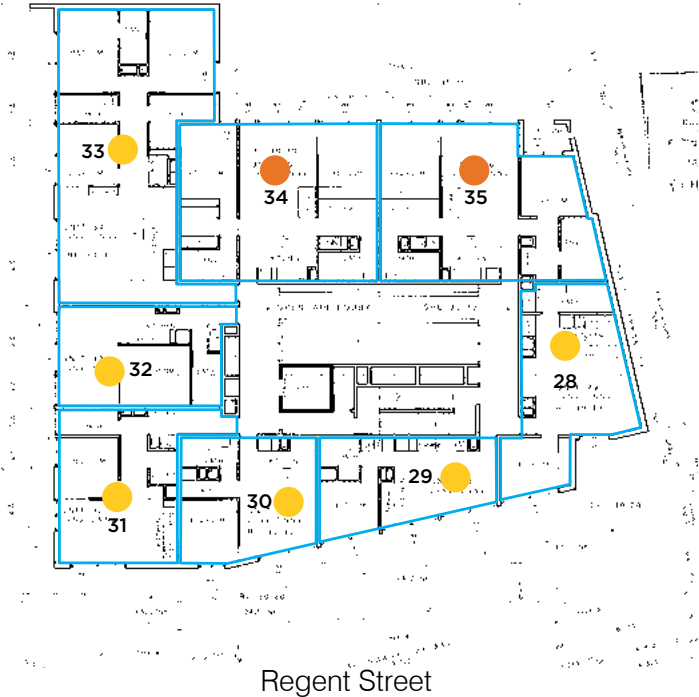


Level 4



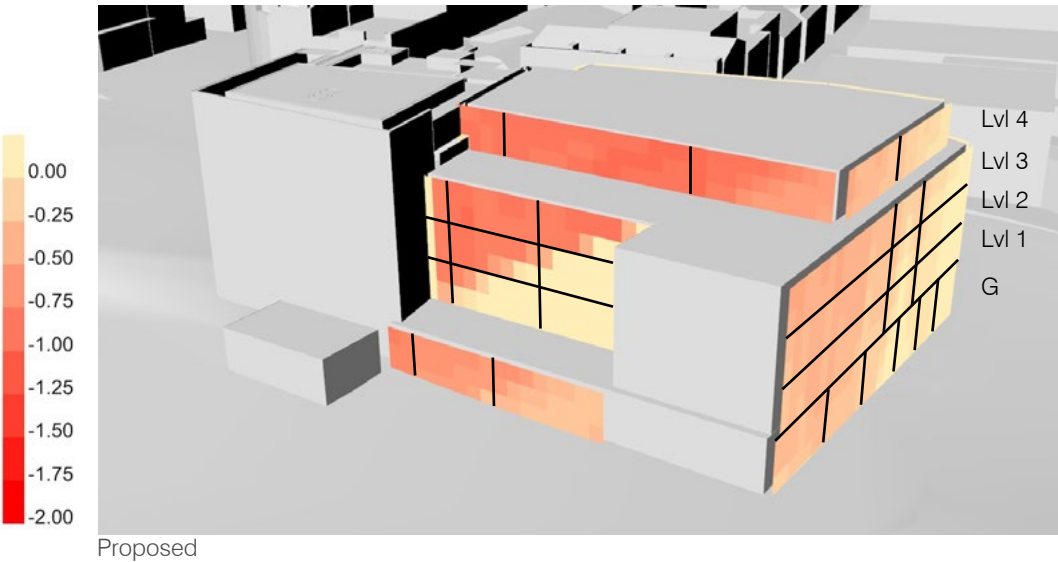
Proposed

rail corridor



21 June  
9am-3pm

Reduction in solar access



In the existing condition (including the WGP massing), apartments along the eastern facade receive less than 2 hours of solar access. The proposed massing creates some additional overshadowing to this eastern facade. The above diagram illustrates the reduction in solar to this facade. This loss ranges from approximately 5 minutes to 65 minutes at varying locations across the facade.

Floor plans: 52 Regent Street, Sydney. For Section 96 purposes, dated October 2002. By Candalepas Associates

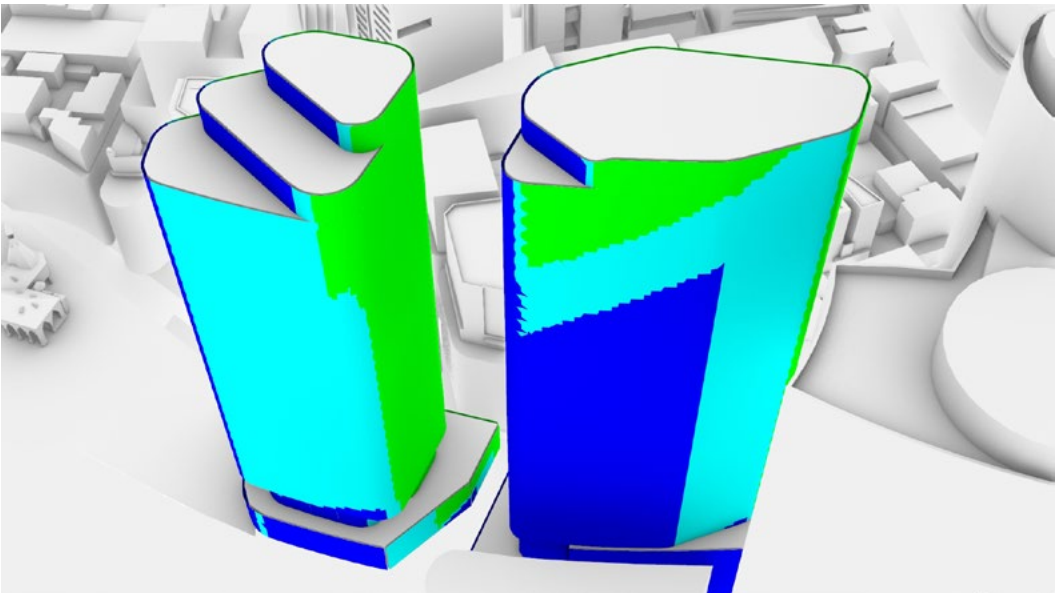


# Overshadowing analysis (proposed residential)

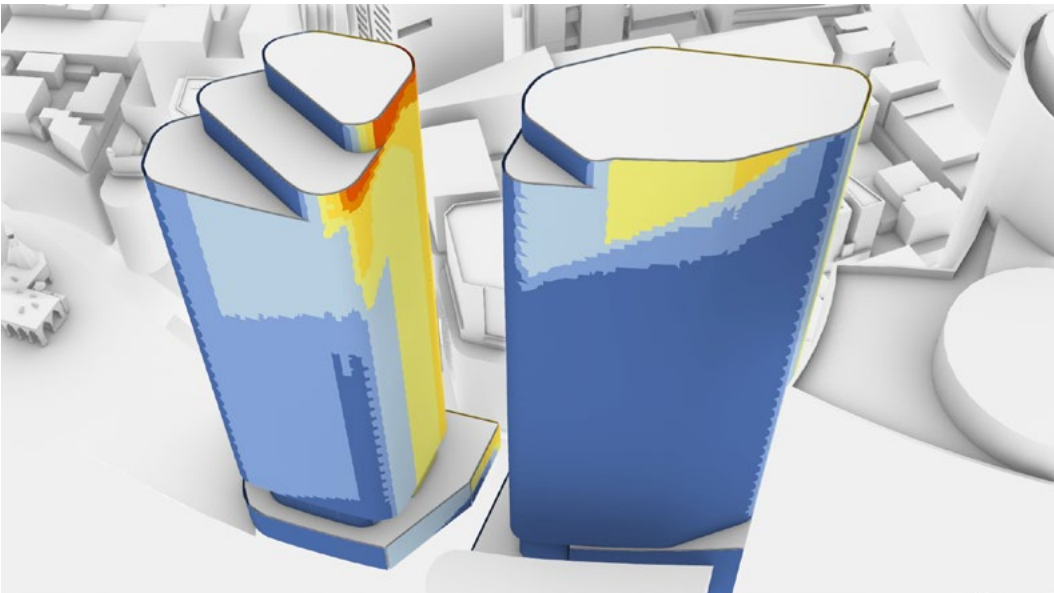
## Regent Street Sidings

The proposed massing at Regent Street sidings has been designed to ensure access to solar complies with the minimum requirements under the ADG. As demonstrated in the adjacent solar studies, a minimum of 2 hours of solar access between 9am to 3pm in midwinter falls on the northern and western facades in midwinter. By locating the majority of apartments along these frontages, solar access to a minimum of 70% of apartments can be achieved to satisfy the ADG requirements.

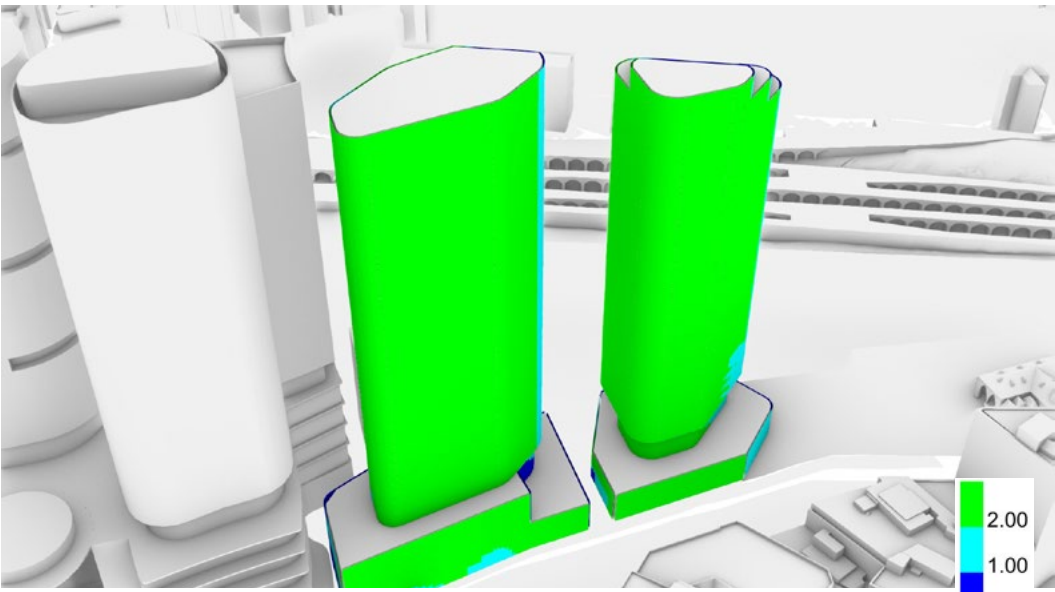
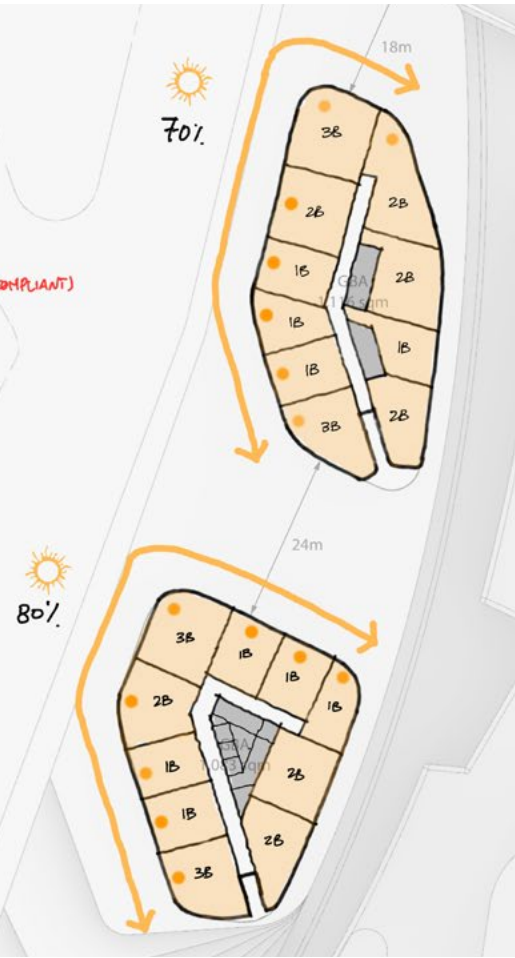
## Sunlight hour analysis



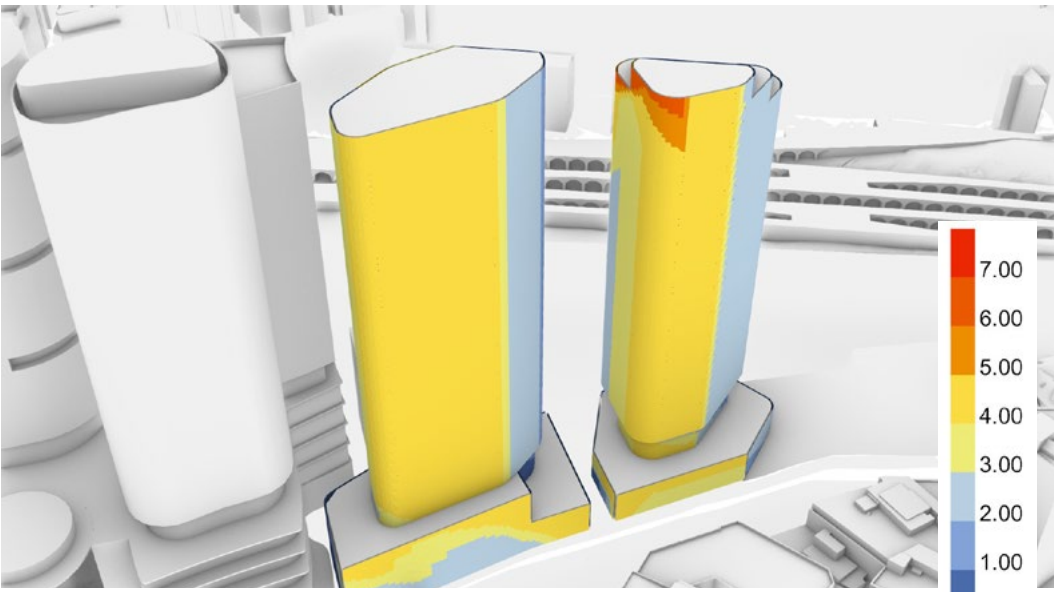
North east facade 21.June 9am to 3pm



North east facade 21.June 9am to 3pm



West facade 21.June 9am to 3pm



West facade 21.June 9am to 3pm

*Note: for the purpose of clarity in the above two images, WGP has been removed from the images, but has been included within the solar test*

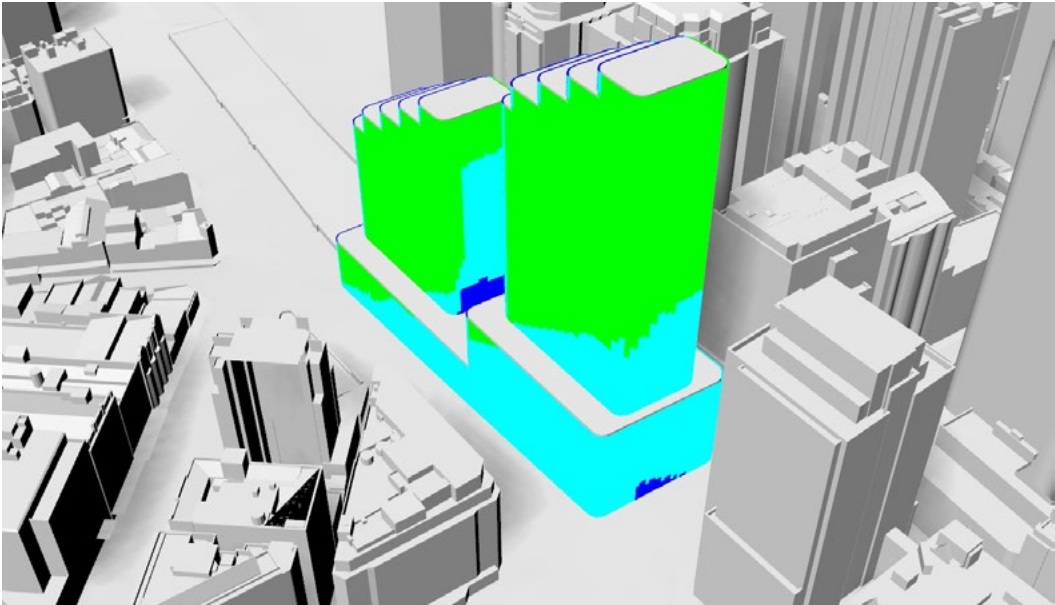


Overshadowing analysis (proposed residential)

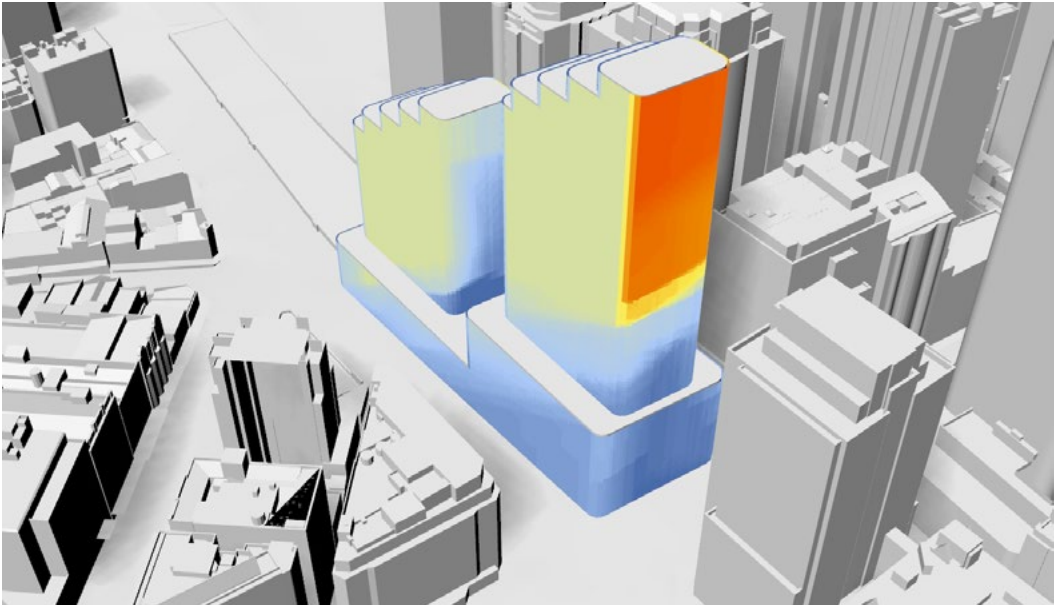
Goulburn Street carpark

Solar analysis of the proposed massing at the Goulburn Street carpark reveals that when assessed as a total development, solar access to a minimum of 70% of apartments can be achieved to satisfy the ADG requirements.

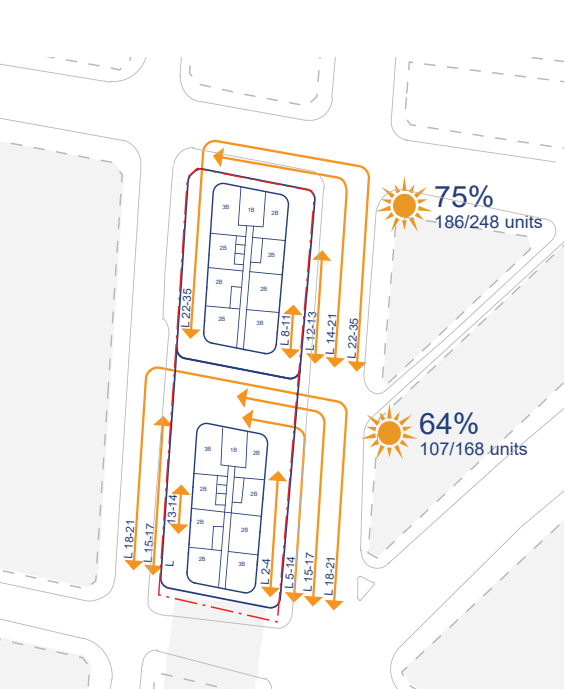
Sunlight hour analysis



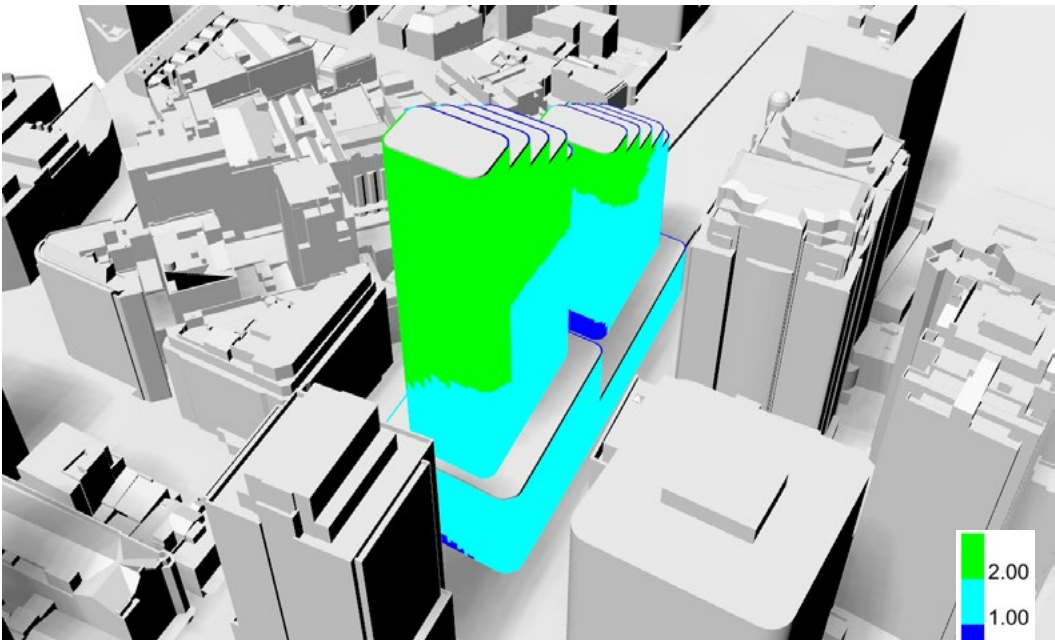
East facade 21.June 9am to 3pm



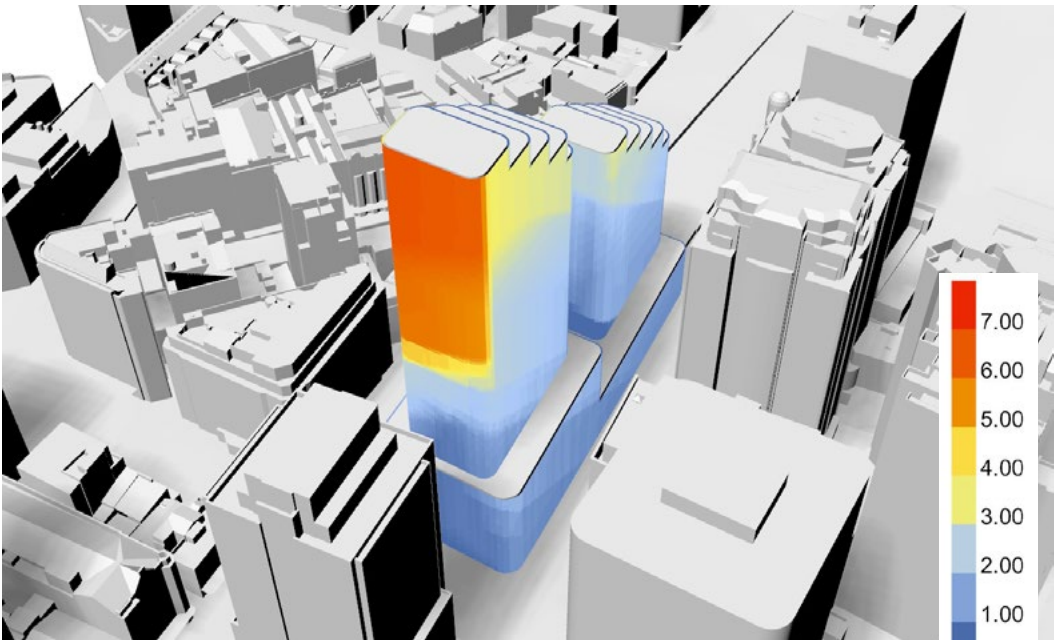
East facade 21.June 9am to 3pm



20 Solar access analysis (as per ADG requirements)



West facade 21.June 9am to 3pm



West facade 21.June 9am to 3pm



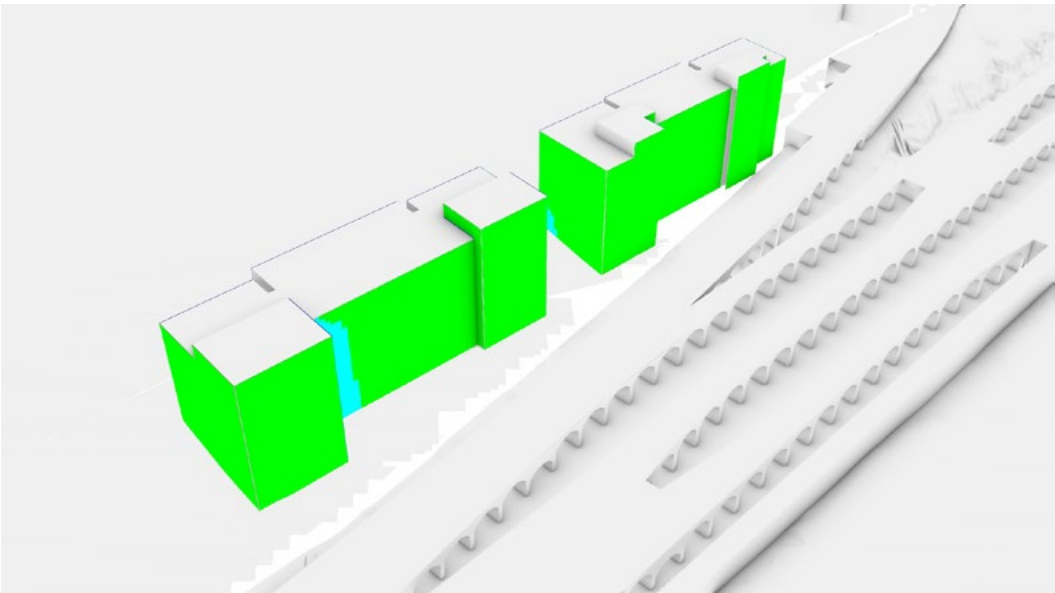
Overshadowing analysis (proposed residential)

Prince Alfred Sidings

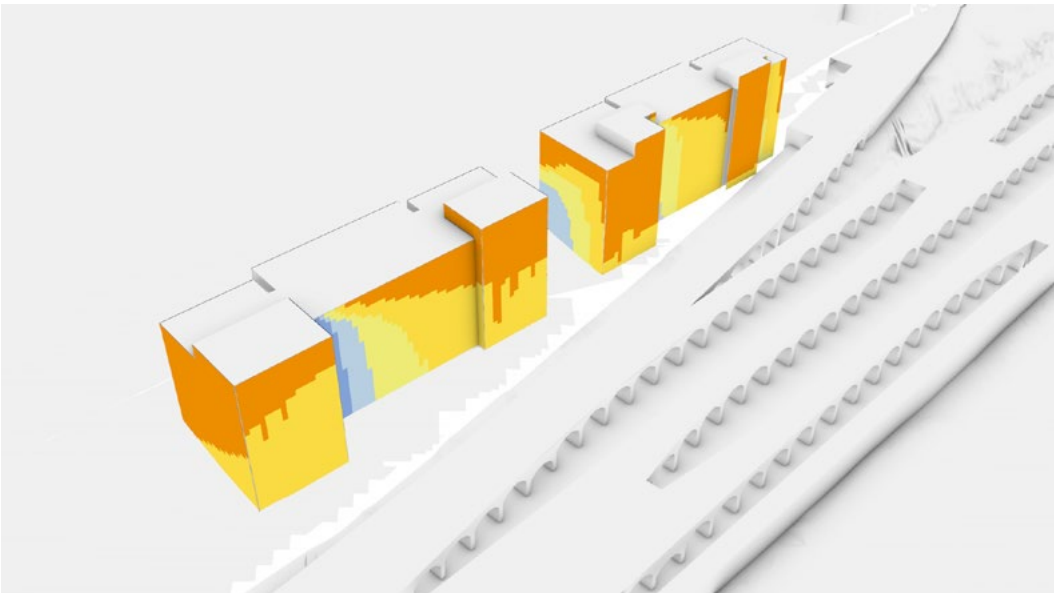
Solar analysis of the proposed massing at the Prince Alfred Sidings reveals that when assessed as a total development, solar access to a minimum of 70% of apartments can be achieved to satisfy the ADG requirements.

- Basic floorplan layout as shown would prioritise view and acoustic amenity over solar access to apartments (ADG requirements)
- Option to adjust floorplan to change mix, provide higher proportion of 2-bed by introducing 2 storey apartments (up and over), will also achieve ADG solar access to apartments

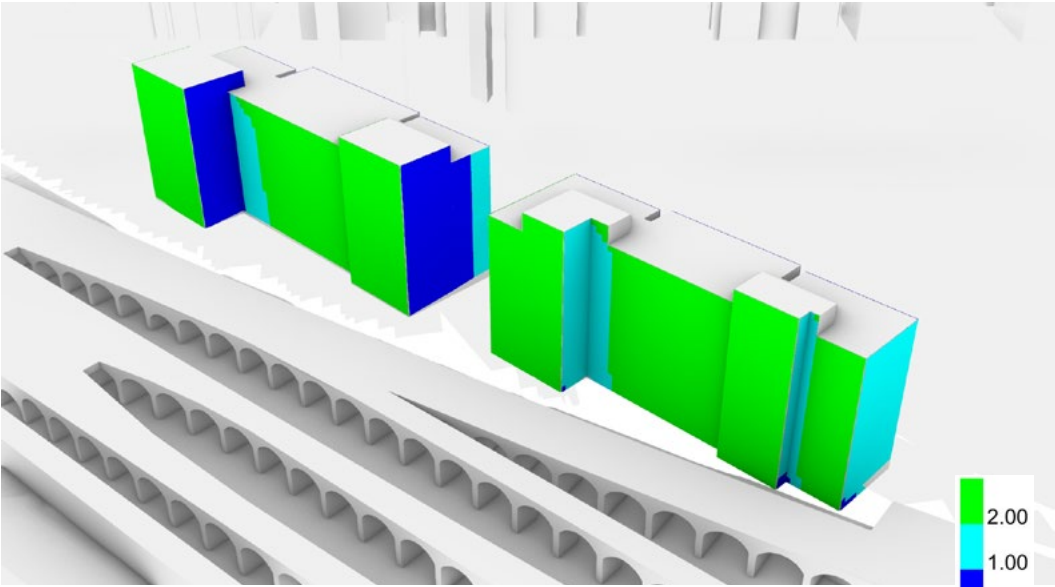
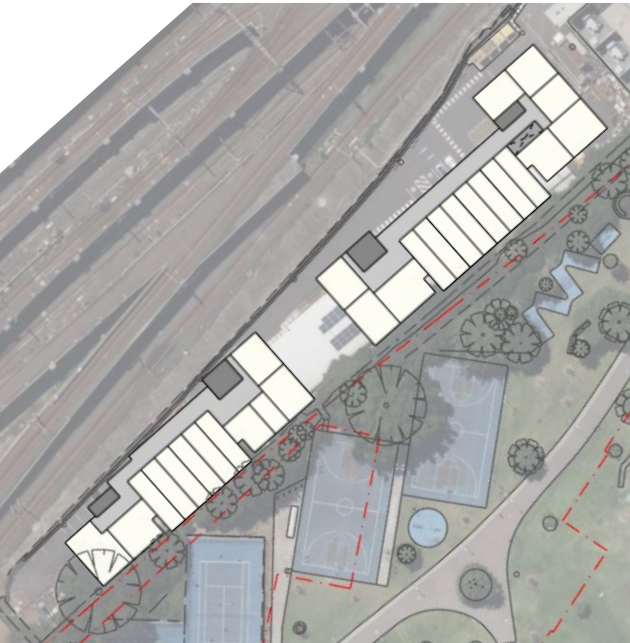
Sunlight hour analysis



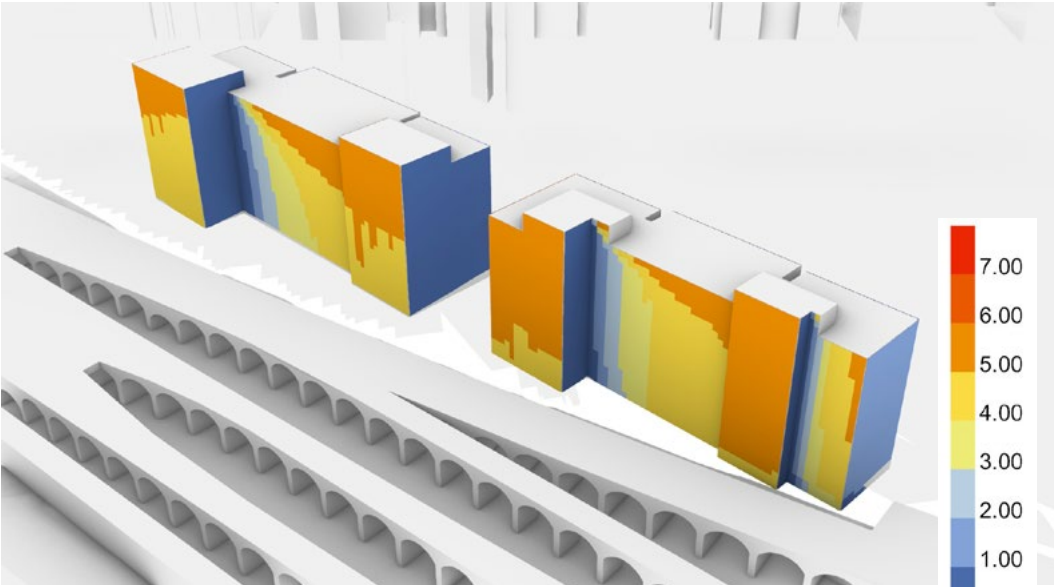
East facade 21.June 9am to 3pm



East facade 21.June 9am to 3pm



West facade 21.June 9am to 3pm



West facade 21.June 9am to 3pm



