Design Guide

Western Gateway Sub-precinct

Block C Interim Version

Transport for New South Wales

July 2021

Design Guide
Western Gateway Sub-precinct

Contents

1 Preliminary

1.1 Name of Guide

This document is the Design Guide - Western Gateway sub-precinct.

1.2 Citation

This document may be referred to as the Design Guide.

1.3 Commencement

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

1.4 Land to which this Guide applies

The Design Guide applies to the land identified on **Figure 1: Land Application and Development Blocks**.

The land comprises three (3) development blocks:

(a) Block A

(b) Block B

(c) Block C.

Refer to Clause 6.53 of the Sydney Local Environmental Plan 2012 (SLEP 2012) for an additional description controls for the land that comprises the blocks.

1.5 How to Use this Guide

This Design Guide provides design guidance for development within the Western Gateway sub-precinct. It comprises a hierarchy of objectives and design guidance to guide future development. Each topic area is structured to provide the user with:

1. Objectives that describe the desired design outcomes for the Western Gateway sub-precinct
2. Design guidance that provides advice of how the objectives can be achieved through appropriate design responses

Development needs to demonstrate how it meets the objective. The design guidance provides benchmarks for how the objectives could be achieved. The design guidance does not represent the only way the overarching objectives can be achieved. Where alternate solutions to the design guidance are proposed it must be demonstrated how the proposed alternative solution achieves the overarching objective/s.

1.6 Relationship to Other Documents (and Instruments)

(1) The Design Guide sets out specific guidelines to inform future development within the Western Gateway sub-precinct. Development within the sub-precinct will need to have regard to the relevant provisions in the SLEP 2012, including a requirement for development to be consistent with this Design Guide. Subject to paragraphs (2) and (3), the Sydney Development Control Plan 2012 is also applicable to development not identified as State Significant Development.

(2) This design guideline replaces the provisions of the Sydney Development Control Plan 2012 to the extent that it relates to the same subject matter as a provision of the Sydney Development Control Plan 2012 applying to the Western Gateway sub-precinct.

(3) Without limiting paragraph (2), the following provisions of the Sydney Development Control Plan 2012 apply to development in the Western Gateway sub-precinct:
- Section 3.6: Ecologically sustainable development
- Section 3.7.2: Drainage and stormwater management
- Section 3.7.3: Stormwater quality
- Section 3.7.5: Water re-use, recycling and harvesting
- Section 3.9.1: Heritage Impact Statements
- Section 3.11.6: Service vehicle parking
- Section 3.11.11: Vehicle access and footpaths
- Section 3.11.13: Design and location of waste collection points and loading areas

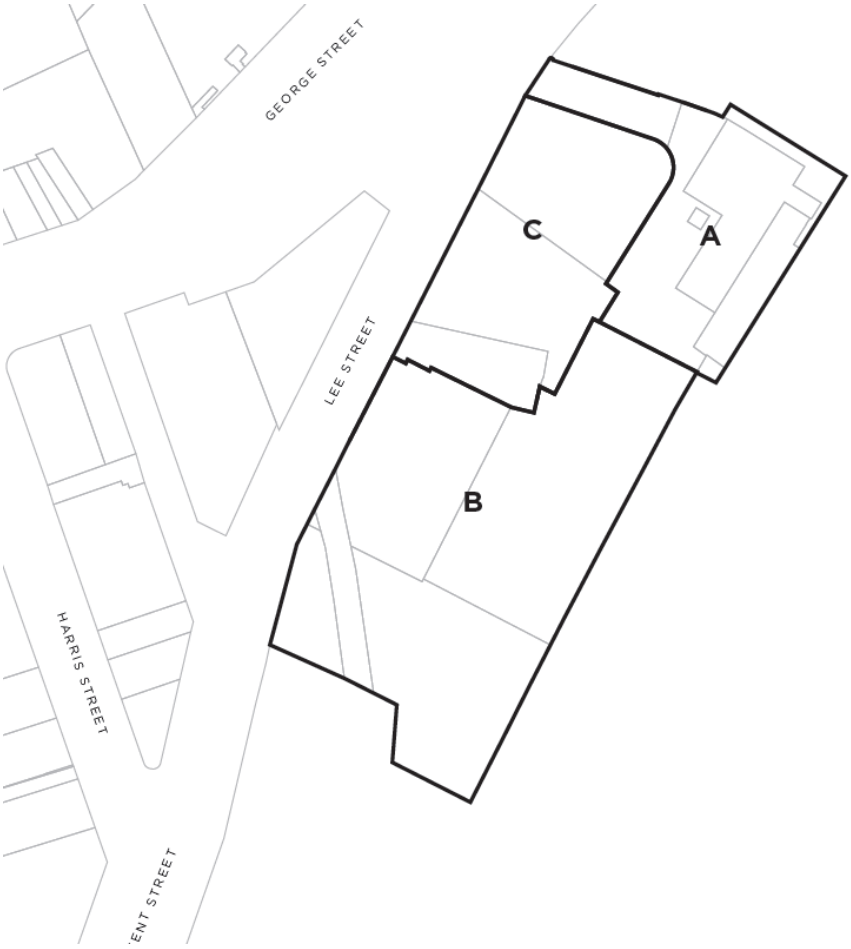

Figure 1: Land Application and Development Blocks

2 Purpose

The purpose of this Design Guide is to supplement the provisions of the SLEP 2012 by providing more detailed provisions to guide development on land within the Western Gateway Sub-precinct as shown in **Figure 1: Land Application and Development Blocks**. Development applications (DA) for new development will be assessed on their individual merit having regard to the SLEP 2012, this Design Guide, other matters listed in Section 4.15 of the Act, and any other adopted relevant policies that relate to development within the Western Gateway sub-precinct.

2.1 Desired future character

The Western Gateway Sub-Precinct is to focus and propel economic development for the future Harbour City at Central Station. It will catalyse emerging innovation, employment and business by providing places for workers in innovative industries, and their associated support industries. It will provide services and places for workers, visitors, transport customers and others in the surrounding city with activity 24 hours per day with high quality, publicly accessible spaces. It will celebrate heritage and demonstrate leadership in sustainability initiatives.

The Western Gateway sub-precinct will:

(a) Create a new and exciting 'destination' at the southern end of Central Sydney

(b) Form an important sub-precinct to the broader Central Precinct, including an entrance to the planned future over station development

(c) Provide a density and critical mass of employment floorspace that will anchor the future innovation and technology precinct and contribute to realising the Camperdown-Ultimo Place Strategy

(d) Be a smart precinct supported by technology and innovation with spaces and an environment that supports knowledge-based businesses and tech start-ups, and which has strong links to the Camperdown Ultimo Collaboration Area and its users

(e) Incorporate other town centre uses such as retail and service-based businesses that are important to ensuring a well-functioning town centre environment that services the needs of its users

(f) Be an area of CBD scale built form characterised by architecturally designed buildings that exhibit design excellence and demonstrate leadership in sustainable initiatives

(g) Act as a visual marker for Central Precinct and ensure that an appropriate environmental amenity is provided for Sydney's future third square comprising the Western Forecourt, Railway Square and Lee Street

(h) Be characterised by a built form that embraces and celebrates the area's historical significance, responds sympathetically to the visual, spatial, and physical character of the place and enables the retention and adaptive re-use of key heritage items

(i) Deliver generous through site connections that facilitate safe, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas, prioritising pedestrian movement at grade with the street and not below grade in tunnels

(j) Reform Henry Deane Plaza as a convergence point for pedestrian flows from Central Walk West to and between the future private development sites

(k) Deliver unrestricted public access for people of all abilities from Lee Street to any potential future development above the rail yards

(l) Provide a series of rich and meaningful spaces that are activated, accessible, safe and which create opportunities for visitors and workers to converse, collaborate, transit and relax

(m) Reduce the urban heat island effect through landscaping that provides shade, improves the precinct's micro-climate and enhances the urban environment.

(n) Embeds the Aboriginal and Non-Aboriginal historical and cultural values of the place (including intangible values) in a holistic and integrated way through a Heritage Interpretation strategy for the entire precinct identifying key themes, stories, social values, interpretive opportunities, measures and locations as an integral component of creating a unique and exciting destination.

Definitions:

Central Walk East
Refers to 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.

Central Walk West
Central Walk West is the potential future western extension of Central Walk East, connecting to the west of the Central Station building.

Gross Building Area
*The total enclosed and unenclosed area of the building at all building floor levels measured between the normal outside face of any enclosing walls, balustrades and supports that could be achieved within the defined planning envelope inclusive of any cantilever zone (as per **Figures 3, 4, 5** and **6** of this Design Guide) to meet the required qualitative and performative standards. The unit of measurement for building areas is the square metre.*

Gross Floor Area
As defined under the Sydney Local Environmental Plan 2012.

Publicly Accessible Managed Space
*This refers to publicly accessible space within the Western Gateway Sub-Precinct that is owned and managed by either Transport for NSW or the relevant leaseholder, is located either on the upper ground or lower ground levels in the sub-precinct, and which is within the area identified in **Figure 2 – Publicly accessible managed space and pedestrian connections**.*

Public Domain
*This refers to all other areas that are not identified in **Figure 2 – Publicly accessible managed space and pedestrian connections** in which access to and use of spaces is available for any member of the public. Public domain typically includes parks, plazas, footpaths and streets. Public domain elements of the City are typically dedicated and controlled by the City of Sydney.*

Over Station Development Corridor
The over station development corridor is a potential pedestrian link, open to the sky, connecting the Western Gateway sub-precinct to the future over station development and through to Devonshire Street to the east.

3 Guidelines

3.1 Place and destination

The three main challenges for development within the sub-precinct are how to create activation in the publicly accessible managed space, how to create suitably articulated and exciting architecture at the lower levels where they interface with the publicly accessible managed space, and how to mitigate undesirable impacts of towers, in particular any potential impacts on the local wind environment.

3.1.1 Publicly accessible managed space

Objectives

(a) Provide a high quality publicly accessible managed space that supports a functional and elegant solution to level changes across the site.

(b) Provide a contiguous, clear and direct pedestrian connection that is encouraged to be open to the sky, linking Lee Street to the future over station development.

(c) Ensure any future pedestrian connection to the over station development is designed to achieve a minimum width that reflects its role as a key pedestrian link and one of the western entrances to the future over station development.

(d) Ensure that the design and width of the pedestrian connections through the sub-precinct are capable of comfortably accommodating the volumes of pedestrian flows and desire lines, anticipated under a future fully developed scenario for the Central Precinct.

(e) Ensure that the publicly accessible managed space facilitates the effective future integration of the sub-precinct with the city and the adjacent sub-precincts.

(f) Ensure the publicly accessible managed space is comfortable and safe to use for the intended purpose.

Design guidance

(1) Publicly accessible managed space within the sub-precinct is to be provided in accordance with **Figure 2: Publicly accessible managed space and pedestrian connections**.

(2) Publicly accessible managed space within the sub-precinct is to:

a. connect to the City and provide appropriate interfaces and links to adjacent sub-precincts within the Central Precinct
b. deliver a precinct that responds to its context and celebrates its heritage
c. create a focus for the southern part of Central Sydney
d. contribute to the creation of walkable neighbourhoods
e. shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity and design excellence

(3) Henry Deane Plaza will be primarily a place of public movement. Any changes to the Plaza will need to ensure that it continues to be an accessible multifunctional space, that can be used for repose, movement, gathering and meeting, with grades appropriate for the intended uses. Any changes to the Plaza will reference the City of Sydney's inclusive and accessible public domain policy and guidelines.

(4) The pedestrian connection from Lee Street to the Devonshire Street tunnel is to be maintained while Devonshire Street tunnel continues its role as a public pedestrian thoroughfare.

(5) Development Applications are to be accompanied by an open space strategy for the publicly accessible managed space that incorporates place principles and a movement plan that demonstrates how the precinct has been designed to deliver high quality, co-ordinated public places that include (where appropriate):

    a. street trees and other vegetation
    b. paving and other hard surfaces
    c. lighting
    d. seating
    e. bicycle parking spaces for share bikes and visitors
    f. bins
    g. signages, including wayfinding signs
    h. public art
    i. heritage interpretation.

(6) An elegant and functional solution to level changes is to be provided across the publicly accessible managed space that supports seamless, step free, accessible access suitable for people of all abilities, connections and transitions from Lee Street to the Devonshire Street tunnel as well as the future over station development within the broader Central Precinct.

(7) Publicly accessible managed space is to provide a comfortable environment, in particular for wind and solar access, suited for the intended purpose of its various parts: sitting, standing and walking.

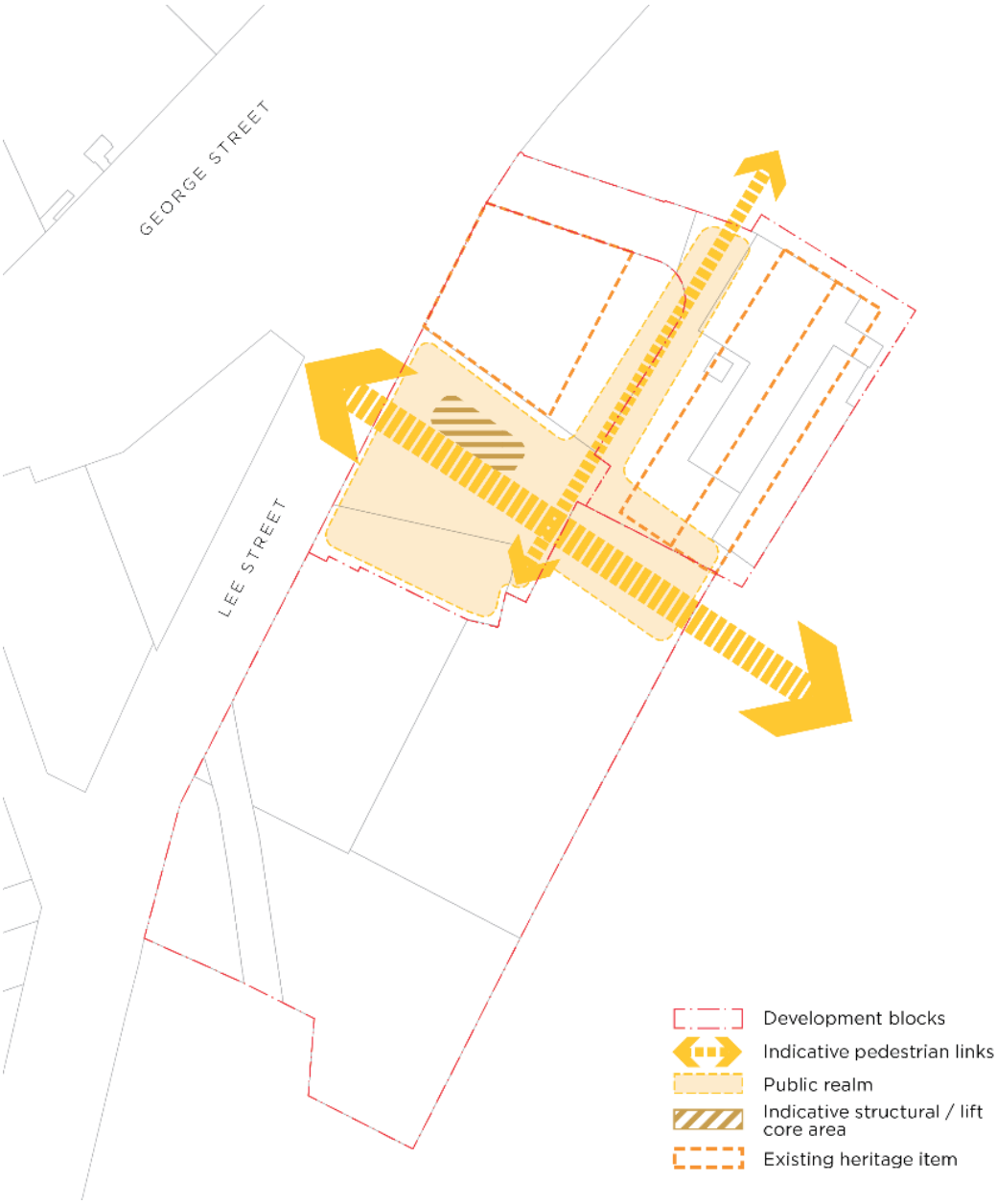

Figure 2: Publicly accessible managed space and pedestrian connections

3.1.2 Building massing and envelope

Objectives

(a) Development is to provide adequate separation and setbacks between buildings to enable connection to the future over station development and to provide appropriate amenity within the development sites and the adjacent publicly accessible managed space.

(b) Development is to provide a street wall podium height along the Lee Street frontage that responds to the scale of nearby existing buildings including the Mercure Hotel and Marcus Clarke Building.

(c) Development is to provide an appropriate vertical clearance and curtilage to existing heritage items, in particular the Former Inwards Parcel Shed and Former Parcels Post Office Building.

(d) Any building structure within the vertical separation zone above the former Parcels Post Office building is to be minimised and sufficiently set back from the northern and western façade line to ensure the preservation and integrity of the restored roof.

(e) Building massing and envelopes are to ensure that views to the Central Station Clock Tower against the sky are retained when viewed by pedestrians and vehicles as they enter Railway Square from Broadway (see **Figure 9: Heritage Sightlines, Views and Vistas**), where the clock tower appears from behind the former Parcels Post Office.

(f) Development is to provide a comfortable wind environment for the future Third Square.

Design guidance

(1) Built form within the Western Gateway sub precinct is to be in accordance with **Figures 3, 4** and **5** relating to building separation and setback distances.

(2) New buildings within Block A and Block B are to have a maximum 80% envelope efficiency (i.e. the final building design should not have a Gross Floor Area that exceeds 80% of the Gross Building Area that is able to be achieved within the envelope).

(3) The pedestrian connection to over station development is to be open to the sky.

(4) Despite Design Guidance 3.1.2(3), a roofed terrace pavilion may be provided above the east-west pedestrian connection between Block A and Block B. It must be designed as a permanent structure with a maximum height of RL30 and must be able to be modified or removed once the pedestrian connection to future over station development is operational.

(5) The roofed terrace pavilion is to be a publicly accessible and programmable space, improving the overall security of the publicly accessible managed space through passive surveillance and activation whilst providing all weather protection and reducing the urban heat island effect.

(6) Any structure provided between Block A and Block B is to demonstrate consistency with the following design specifications and principles:

a. Form:
    i. Ground floor at RL 21
    ii. Solid roof structure line no higher than RL30
    iii. Enclosed along the eastern edge

b. Function:
    i. Provision of a flexible and multi-functional space that facilitates activation for events
    ii. Ensure flexibility for a wide range of programming and activation, including as a venue for live public events, private functions or temporary art and/or sound installations
c. Addressing the Elements:
    i. Allow people to sit comfortably within the space during all times of the year
    ii. Allow maximum natural light during all times of the year
    iii. Incorporate fixed or adjustable environmental protection measures including wind and solar (if required)
d. Views and Vistas:
    i. Protection of views from RL 21 to the west
e. Amenity and Services:
    i. Be accessible to amenities (bathrooms and catering)
    ii. Include Lifting/VT from RL 16 to RL 21m pre completion of the over station development deck
    iii. Include or extend Lifting/VT from RL 16 to RL 30m on completion of the over station development deck

(7) Any structure provided between Blocks A and B must be able to be removed or modified on completion of the Central Precinct over station development deck to allow adequate east – west pedestrian flow from Block B to the over station development deck.

(8) The former Inwards Parcels Shed and roofed terrace pavilion may protrude within the ground level separation area between Block A and Block B, but only where those structures:
    a. do not impact on views from the future east-west over station pedestrian connection to the tower of the Marcus Clarke Building, and
    b. do not unreasonably impede the free-flowing movement of pedestrians between the sub-precinct and the future over station development.

(9) Building massing, setbacks and articulation zones are to be designed to enable the achievement of appropriate wind conditions shown as set out in **Section 3.1.5**.

(10) A minimum building separation of 30m is to be provided between Blocks A and B.

(11) Built form on Block A is to be in accordance with **Figures 3, 4, 5** and **7** relating to building separation and setback distances and is to:
    a. have a tower building with an underside (excluding lift cores and structural columns) no lower than RL 40
    b. have a cantilevered building articulation zone along the western façade that has a maximum depth of 5.0m and an underside no lower than RL70
    c. have a cantilevered building component along the southern façade that has a maximum depth of 5.0m and an underside no lower than RL60.4
    d. support the achievement of a wind environment on the ground plane and in affected public domain and publicly accessible managed spaces that are appropriate for its intended use.

(12) Built form on Block B is to be in accordance with **Figures 3, 4, 5** and **6** relating to building separation and setback distances and is to:

a. provide a minimum 6m tower setback above the podium street wall height along the Lee Street frontage
b. incorporate a podium that is set forward of the tower façade line
c. be designed to visually read in the streetscape as a building of two parts, including a podium structure with a tower above
d. support wind environment on the ground plane and in affected public real areas appropriate for its intended use
e. incorporate effective articulation and modulation of the podium design
f. the tower element above the podium on all other facades for Block B may have the same façade alignment as the podium but only where:
    i. it is demonstrated that the building design appropriately responds to its surrounding context, particularly nearby heritage items,
    ii. there are no detrimental impacts to the microclimate, publicly accessible managed space and public domain,
    iii. the façade design incorporates articulation or the like that effectively reduces the visual bulk and mass of the building

(13) Built form on Block C is to be in accordance with **Figures 3, 4, 6** and **7** relating to building separation and setback distances and is to:

a. comprise a single tower form with a maximum floorplate gross building area of 1,300 sqm that must be wholly contained within the planning envelopes illustrated at **Figures 3, 4, 6** and **7**, noting that flexibility is provided within the planning envelopes to enable variation in a design excellence process
b. be designed to ensure that any tower form above the former Parcel Post Building is not located north of a chamfered setback that aligns with a diagonal from the north-east corner to the south-west corner of the heritage building
c. be designed to ensure that the tower is setback a minimum 5m from the north-east and south west corners of the former Parcels Post Office building (parallel to the northern and western facades respectively)
d. have a minimum separation of 16m from the Block A planning envelope and a minimum 12m separation between western façade of the Block A building and the eastern façade of the Block C building
e. be designed to ensure floor plate protrusion is no greater than 16m from the southern façade face of the former Parcels Post Office, and allow for a ground level and lower ground level pedestrian connection of no less than 8m between the southern structural core and the southern façade of the former Parcels Post Office building
f. provide a vertical separation zone between the underside of the tower and topmost point of the reinstated double pitched roof to the Parcels Post Office Building, which:
    i. allows a minimum vertical separation of 12.6m
    ii. achieves a clear separation that safeguards the visual prominence and hierarchical importance of the former Parcels Post Office building
    iii. does not comprise building enclosures other than necessary structural elements to support any vertical addition to the former Parcels Post Office building
    iv. does not have a detrimental visual impact, when seen from the public domain, from structural elements on the heritage setbacks
g. be designed to ensure any vertical addition to the former Parcels Post Office building must demonstrate an innovative structural solution to

ensure that there is minimal structural encroachment within the vertical separation zone, and minimal structural encroachment to heritage fabric of the former Parcels Post Office building.

h. comprise no more than 41,000sqm gross floor area within the tower envelope on Block C (including the former Parcels Post building).

i. include below ground gross floor area within Henry Deane Plaza to activate the multiple pedestrian links and lower ground level. Any gross floor area delivered below ground level within Henry Deane Plaza must not result in an exceedance of a total 43,000sqm gross floor area on Block C as defined by the Sydney Local Environmental Plan 2012.

Note: where controls reference the need to setback from façade of the former Parcels Post Office building, the setback should be calculated from the average of the substantive façade face of the former Parcels Post Office, excluding projections and cornices.

Figure 3: Separation distances and setbacks – Lower levels

Figure 4: Separation distances and setbacks – Upper levels

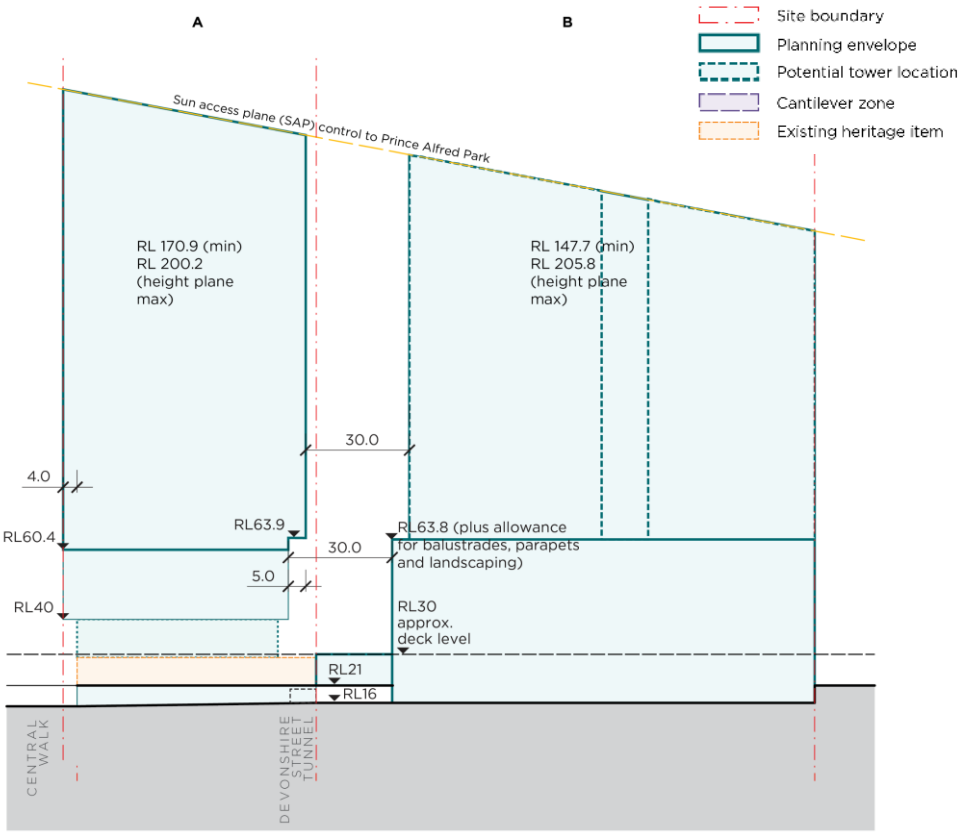

Figure 5: North-South Section - Separation distances and setbacks (Blocks A – B)

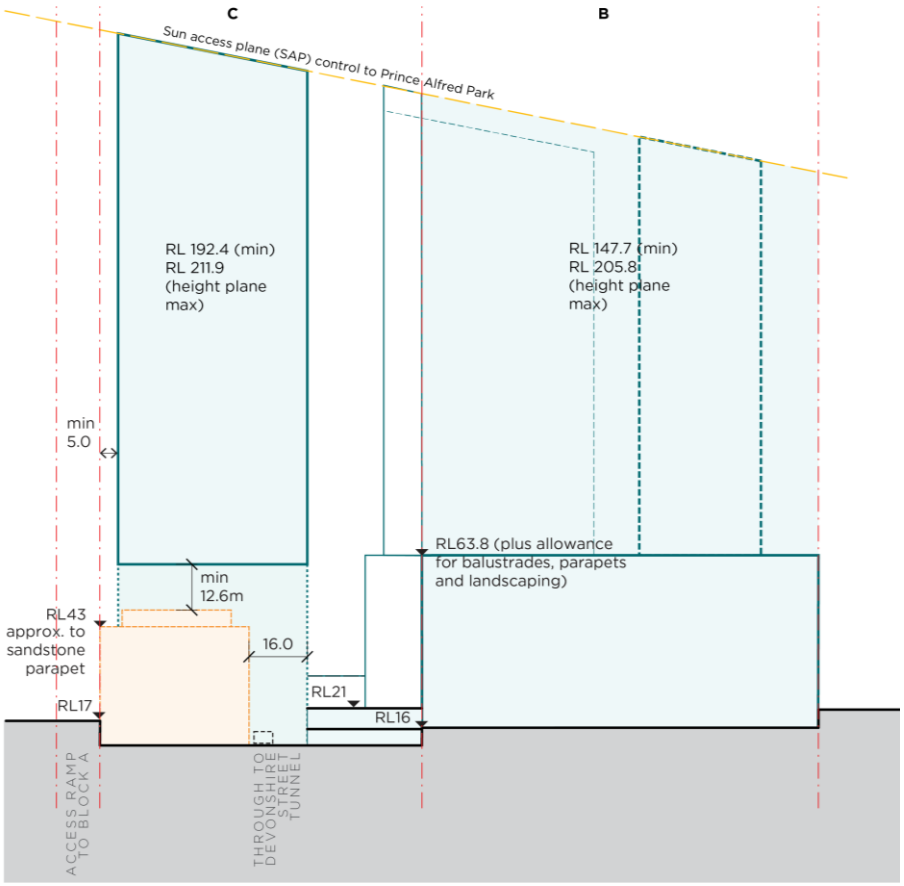

Figure 6: North-South Section - Separation distances and setbacks (Blocks C – B)

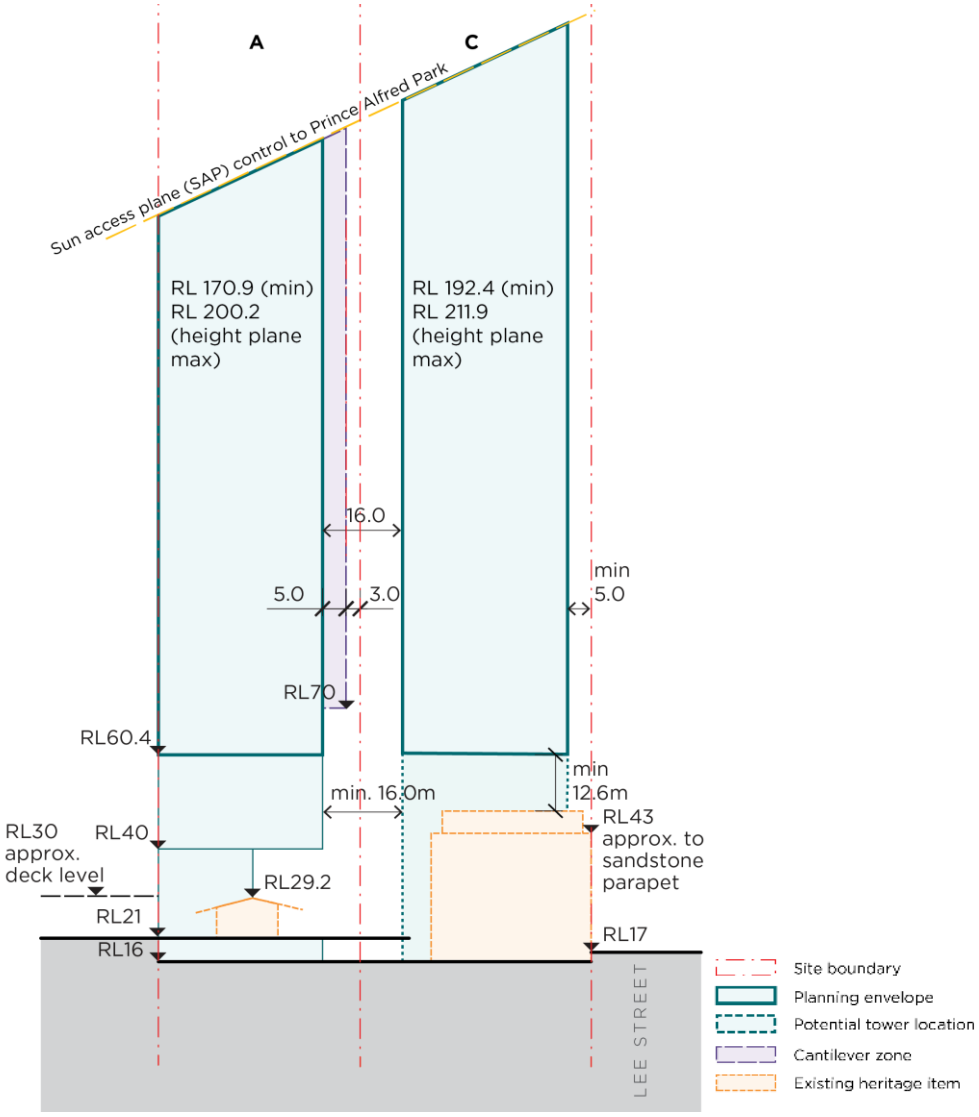

Figure 7: East-West Section - Separation distances and setbacks (Blocks A – C)

3.1.3 Design excellence

Objectives

(a) Development for new buildings within the sub-precinct must demonstrate design excellence.

Design guidance

(1) Each block within the sub-precinct is to be the subject of a competitive design process and undertaken in accordance with the applicable design excellence competition guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy (Policy).

(2) No additional floorspace or building height under Clause 6.21(7) of the Sydney LEP 2012 will be awarded for a building demonstrating design excellence. The

maximum floorspace and building height for sites within the Western Gateway sub-precinct is to be in accordance with Clause 6.53 of the Sydney LEP 2012.

(3) Where a competitive design process is undertaken in accordance with the Policy, it is to be in accordance with the following design excellence strategy:

a. Undertake an invited architectural design competition involving no less than five (5) competitors from a range of emerging, emerged and established architectural practices, with no more than 50% of competitors from international practices
b. The Jury composition is to be in accordance with the Provision 3.2 Jury Composition of the Policy or a five (5) member jury in accordance with Part 3.4 of the Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018)
c. Buildings are to be constructed of durable and robust materials
d. Architectural detailing is to provide a higher order of priority to the levels interfacing with the adjacent streetscape, publicly accessible managed space and heritage items.

3.1.4 Active Frontages

Objectives

(a) Development is to maximise ground floor active frontages along streets, pedestrian through site links, lanes and public spaces within the Western Gateway sub-precinct and include outdoor dining and activation at both day and night.

(b) Active frontages within heritage facades are to be maximised subject to heritage constraints.

Design guidance

(1) A minimum of 75% of building frontages to the public domain (including publicly accessible managed space) are to be activated through the inclusion of retail, commercial lobbies or other active uses. For the purpose of this guideline public domain means the area shaded in yellow shown in **Figure 2: Publicly accessible managed space and pedestrian connections**, as well as Lee Street and the Western Forecourt.

(2) Ground floor frontages are to be pedestrian oriented and of high design quality to add vitality to the public domain and publicly accessible managed space.

(3) Fine grain retail tenancies are to be located along key pedestrian movement corridors and are to cater to a diverse range of businesses including retail, entertainment and food and drink.

(4) New development is to avoid expansive inactivated retail frontages that are visible at the ground level and is encouraged to provide fine grain retail frontages where appropriate.

(5) Building design features, such as continuous cantilevered awnings, are to be provided where possible to ensure adequate protection for pedestrians from the elements.

(6) Building entrances are to be designed to be at the same level as the adjoining public domain and publicly accessible managed space.

(7) No strata titled development is to be included in any areas that may be affected by existing or future transport operations.

(8) Staging must integrate delivery of the publicly accessible managed space and other public domain with the progress of proposed public and private development.

(9) Development at the ground plane is to activate the adjoining public domain and publicly accessible managed space, through measures including:

a. positioning areas for respite and pause in locations that promote overlooking of the public domain and publicly accessible managed space,
a. incorporating large doors or windows into building lobbies and spaces,
b. not locating activities that are sensitive to public view, such as ground level office space, in locations where direct overlooking from the public domain or publicly accessible managed space can occur, and
c. minimising the extent of grilles, vents, mechanical plant and other operational and security measures in areas that front onto the public domain or publicly accessible managed space.

3.1.5 Wind

Objectives

(a) Development within the sub-precinct is to ensure the cumulative impact of development on the wind environment does not result in uncomfortable or unsafe wind conditions within the public domain, publicly accessible managed space, and surrounding the development, taking into consideration the intended primary purpose of that space.

(b) The wind environment must be suitable for the intended pedestrian uses.

Design guidance

(1) All new developments are to be designed to mitigate adverse wind effects and be designed to satisfy the relevant wind criteria for the intended uses of the public domain (including publicly accessible managed space).

(2) A quantitative wind effects report is to be submitted with any development application for new buildings that addresses how development meets the relevant standards identified in **Figure 8: Wind Criteria Map**.

(3) Wind impacts from any development must not exceed the Wind Safety Standard which is an annual maximum peak 0.5 second gust wind speed in 1 hour of 24 m/s.

(4) Wind impacts from any development on the surrounding public domain and publicly accessible managed space are not to exceed the Wind Comfort Standard criteria for sitting, standing and walking taking into consideration the intended use of the space (refer **Figure 8: Wind Criteria Map**). The wind comfort standard is an hourly mean wind speed or gust equivalent mean wind speed, whichever is greater, for each wind direction of no more than 5% of all hours in the year. These standards are:

a. walking through the over station development connection and footpaths - 8 m/s
b. standing at building entrances, bus stops - 6 m/s
c. sitting in future public spaces - 4 m/s

(5) New development within the Western Gateway Sub Precinct is to achieve the proposed wind comfort criteria on land outside the sub-precinct (i.e. the area outside the redline boundary on the Wind Criteria Map), unless it can be

demonstrated that existing wind conditions in that area do not currently achieve the identified wind comfort criteria. If the existing wind conditions do not currently achieve the identified wind comfort criteria, new development is not to increase or worsen the current wind conditions for that area as measured by the wind comfort criteria.

(6) Development subject to a quantitative wind effects report must not cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks, unless it can be demonstrated that the existing wind speeds in those locations exceed the standard(s). If the existing wind conditions do not currently achieve the identified standard(s), new development is not to result in an increase to wind speed in their respective locations as measured by the relevant standard(s).

(7) Despite clause 3.1.5 (6), a minimum of 200sqm of contiguous space that is open to the sky within the defined Railway Square area (refer **Figure 8: Wind Criteria Map**) is to achieve the Wind Comfort Standard criterion for sitting.

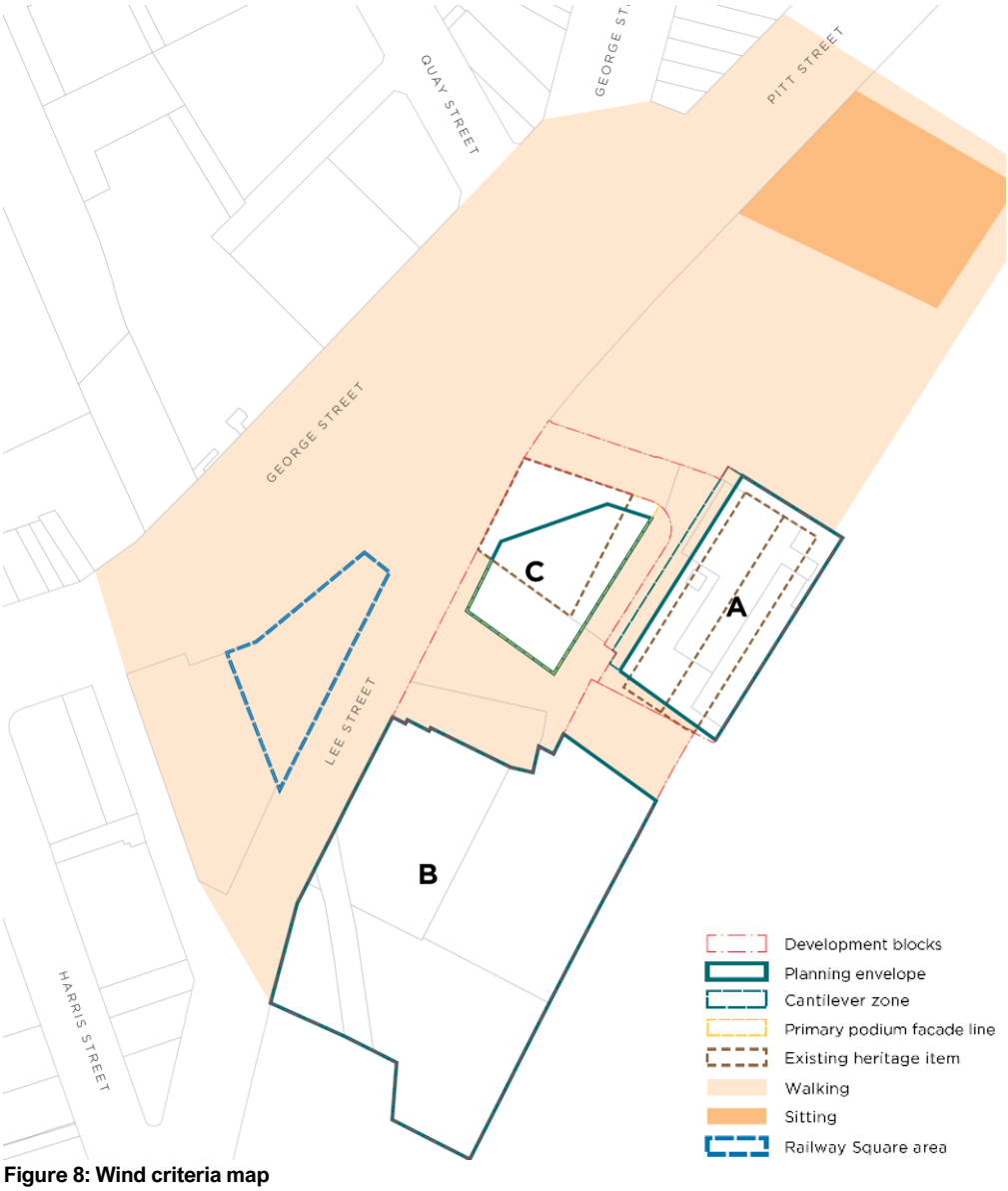

Figure 8: Wind criteria map

3.1.6 Solar access

Objectives

(a) To maintain daylight access to Henry Deane Plaza and other affected publicly accessible areas during the period of the day when they are most used by the workforce, visitors and the wider community.

Design guidance

(1) Development is to ensure that Henry Deane Plaza and other affected publicly accessible areas receive an appropriate solar amenity for their intended use.

3.1.7 Views and vistas

Objectives

(a) Development is to preserve key views to the Central Railway Station Clock tower and enable future views from the future east-west over station pedestrian connection to the tower of the Marcus Clarke building.

Design guidance

(1) Development is not to obstruct significant views as identified in **Figure 9: Heritage sightlines, views and vistas** measured from eye level from point to point.

(2) Development on Block A and Block B is to provide a 30m building separation between the main façade line of any tower built form on Block A and Block B to ensure a clear line of sight along the future over station east west pedestrian connection.

(3) The separation between Block A and Block B is to be open to the sky from RL30 and above.

(4) Despite Design Guidance 3.1.7 (3), a well-designed and high quality standalone structure may be constructed between Block A and Block B that contributes to the amenity and activation of this space. Robust and durable materials are to be utilised to ensure the structure's longevity.

(5) Any structure provided between Blocks A and B must be able to be removed or modified on completion of the Central Precinct over station development deck to allow adequate east – west pedestrian flow from Block B to the over station development deck.

(6) Development is to minimise the impact on existing public views to Central Railway Station Clock tower through modulation of proposed building mass, to maximise the visibility of the clock face. Any development must preserve views from the western forecourt of Central Station to:

   a. the Central Station South Wing
   b. all elevations of the former Parcels Post Office (Adina Hotel)
   c. the former Inwards Parcels Shed.

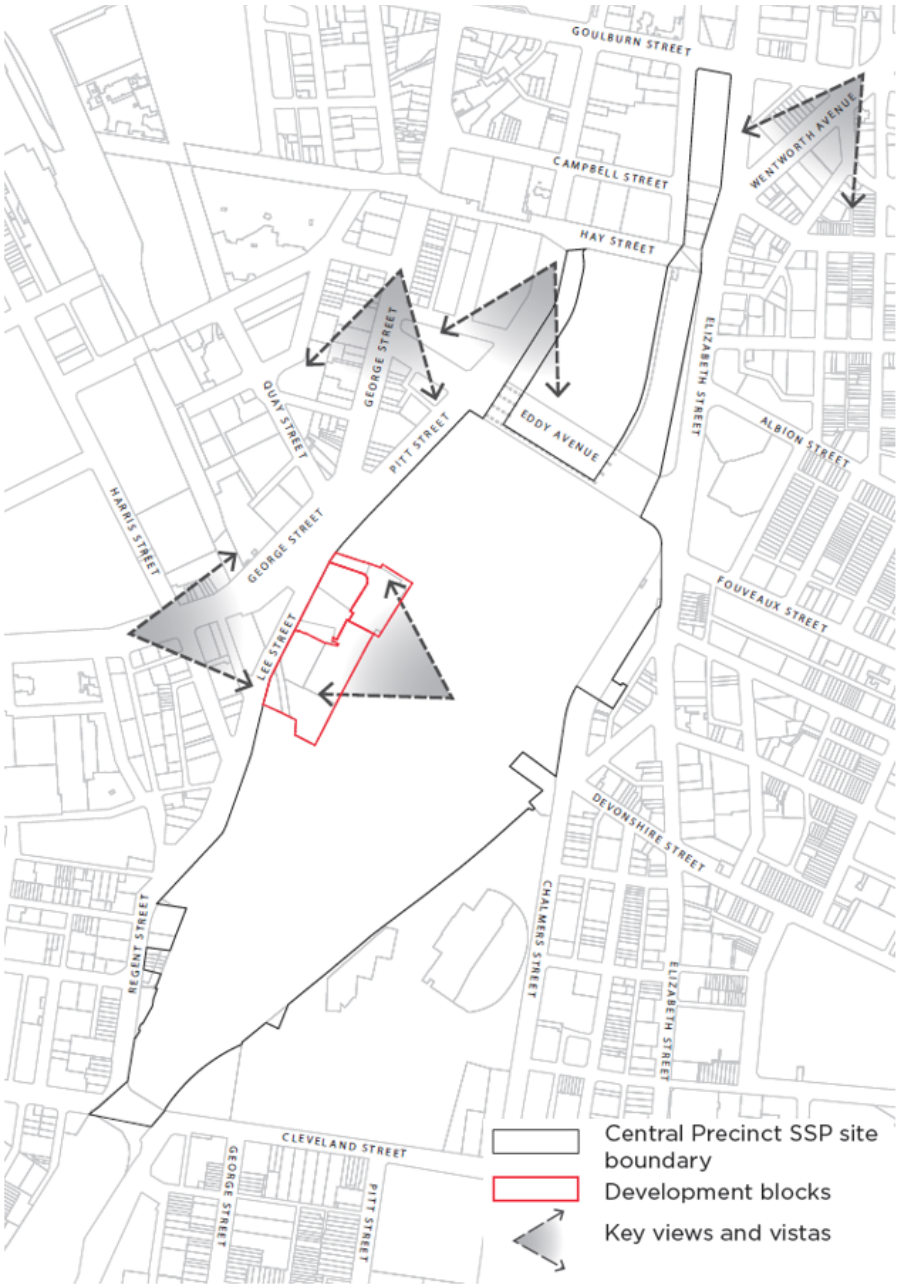

Figure 9: Heritage sightlines, views and vistas

3.2 People and community

3.2.1 Heritage

Objectives

(a) Development should demonstrate an understanding of, and appropriately respond to the visual, physical and spatial character of the place including items of heritage significance within the sub-precinct (and the broader Central Precinct) and ensure items of heritage significance and their heritage values (including intangible values) are maintained and celebrated to create a unique and exciting destination.

(b) Development is to prioritise the retention and re-use of any assessed significant heritage items, features, spaces and fabric.

(c) Development is to enable the sensitive adaptive re-use of significant heritage items, features, specific spaces and fabric.

(d) Development that seeks to change or alter the significant fabric of items of heritage significance, is to be supported by a conservation management document that identifies principles to ensure adequate conservation (where possible), and interpretation throughout new development.

Design guidance

(1) A Statement of Heritage Impact is to accompany any future DA for new buildings within the sub-precinct and is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact.' It should demonstrate an understanding of the heritage and cultural values of the place and include consideration of the Western Gateway sub-precinct as a whole, and the wider Central Precinct.

(2) A Conservation Management Plan is to accompany any future DA for new development located on Block A and is to be prepared in accordance with the NSW Heritage Manual 'Conservation Management Documents'.

(3) Any future DA for new buildings within the sub-precinct is to be accompanied by a Heritage Interpretation Strategy that identifies opportunities for the presentation of the history of the site and surrounds. This is to include Aboriginal and non-Aboriginal themes and present the findings of any desktop analysis of the likely archaeological significance of the site and the immediate surrounds. All documentation is to be prepared in accordance with Interpreting Heritage Places and Items Guidelines.

(4) Development is to comprise of building forms and design treatments that give consideration and positively responds to heritage items within and immediately surrounding the sub-precinct. The Statement of Heritage Impact that accompanies a development application is to identify and assess any direct and/ or indirect impacts (including cumulative impacts) to the heritage significance of the buildings and elements within the precinct. It should also provide an understanding of the place's heritage values and assess opportunities that arise from these.

(5) Buildings are to be constructed of durable and robust materials.

(6) Architectural detailing is to provide a higher order of priority to the levels interfacing with the heritage items, adjacent public domain and publicly accessible managed space. This should take an informed and strategic approach to form, colour, materials, and details and respond to the immediate context and character.

(7) Development on Block A is to:

   a. provide a minimum clearance of 10.8m between the topmost point of the roof of the Former Inwards Parcel Shed and the underside of any tower generally in accordance with **Figure 7: Separation Distances and Setbacks (Blocks A-C)**
   b. retain the simple form of the Former Inwards Parcel Shed, including the form and shape of the roof, an understanding of the bolted timber post and truss system

c. incorporate a building design and materiality that appropriately responds to the Inwards Parcel Shed, the Former Parcels Post Office and Central Station

(8) Development on Block B is to:

a. ensure the materiality and design of the podium responds to the scale and materiality of the surrounding built form character (e.g. Central Station, Marcus Clarke Building and the Former Parcels Post Office,) and is designed to be visually distinguished from the towers above
b. ensure that the scale of the towers do not unreasonably impact views to the former Parcels Post Office building from the north, south and west as shown in **Figure 9: Heritage sightlines, views and vistas**.

(9) Development on Block C is to:

a. incorporate an innovative structural response to minimise the impact of structural intrusion on significant heritage elements of the former Parcels Post Office building, and enhance legibility of significant heritage facades (for clarity this does not include the highly modified eastern façade).
b. include a minimum 12.6m vertical separation zone that minimises structural elements between the topmost point of original roof form of the former Parcel Post building and the lowest point of the underside of the tower above as shown in **Figure 7: Separation Distances and Setbacks (Blocks A – C)**
c. be designed to ensure treatment of tower cores and lobbies adjacent to the heritage item are to have regard for the symmetry of the principal western façade, to ensure the original form and facades remain able to be interpreted and to minimise intervention to the primary northern, western and southern facades
d. be designed to ensure vertical circulation to access the upper floor plates above the former Parcel Post building is to be positioned to the southern or eastern extent of the planning envelope, unless an alternative arrangement that minimises adverse impacts to significant heritage fabric can be demonstrated to the satisfaction of the consent authority
e. address the recommendations of a precinct-wide Conservation Management Plan (CMP), the preparation of which needs to be informed by Heritage NSW. The precinct-wide CMP is to include an initial specific focus on the Western Gateway Sub-Precinct but is to be prepared to be updated over time to incorporate future planning for the rest of the Central Precinct in the long term
f. increase ground level public access to the existing former Parcel Post building
g. include the use of materials or other measures such as transparent materials and void spaces to ensure a significant portion of the original southern facade can be interpreted from the public domain, and that any enclosure adjacent to the original southern façade is limited as much as possible
h. prior to the lodgement of a development application that includes the comprehensive development of Block C, the applicant must engage with the City of Sydney's Aboriginal and Torres Strait Advisory Group and GANSW to identify practical ways of implementing the principles for action in the draft 'Connecting with Country Framework' (GANSW, 2020)
i. prior to the lodgement of a development application that includes the comprehensive development of Block C, the applicant must engage with the NSW Heritage Council.

3.2.2 Public art

Objectives

(a) Development is to include an overarching conceptual approach / curatorial rationale for the selection, commissioning and delivery of public art as part of future development applications in a way that ensures the strategic intent, vision, artistic integrity and quality of all public artworks is maintained throughout the process.

Design guidance

(1) Any future development application for new buildings within the Sub-precinct is to be accompanied by a Public Art Strategy consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.

3.3 Mobility

3.3.1 Pedestrian and cycle network

Objectives

(a) Development will result in a high quality, integrated, permeable and accessible pedestrian and cycle network that gives priority to current and future pedestrian and cyclist movement.

(b) An east / west movement corridor will be provided between Blocks A and B, that is open to the sky and which provides pedestrian connection for people of all abilities between Lee Street and the future over station development.

Design Guidance

(1) The location of pedestrian connections is provided in accordance with **Figure 2: Publicly accessible managed space and pedestrian connections**.

(2) A pedestrian link is to be provided as a corridor to the future over station development. This link is to occur between Block A and B and is to be aligned such that it provides the key view from the over station development pedestrian corridor to the tower of the Marcus Clarke building as shown in **Figure 9: Heritage Sightlines, Views and Vistas**.

(3) A pedestrian link is to be created linking north-south through the sub-precinct. This link will facilitate the internal circulation of workers, visitors and pedestrians in comfort from the Western Forecourt to Henry Deane Plaza and the Devonshire Street Tunnel to buildings in Block A and from the north to buildings in Blocks A and B.

(4) Access for pedestrians to the sub-precinct is to be direct and legible, with access points that are highly visible from main approaches including the future Third Square, Western Forecourt, Lee Street, Railway Square, and the future over station development.

(5) Pedestrian access through the precinct, particularly links from surrounding areas, is to be designed to be at grade where possible.

(6) The pedestrian and cyclist network will be designed in accordance with the principles of Crime Prevention through Environmental Design (CPTED) principles to be safe and secure with good passive surveillance opportunities.

(7) Pedestrian connections from Lee Street to the Devonshire Street tunnel will be accessible, step free with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.

(8) Pedestrian connections from Lee Street to the over station development will be accessible, intuitive, easy to navigate with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.

(9) The pedestrian network is to:

   a. be aligned with key pedestrian desire lines
   b. have generous widths to accommodate the current and future anticipated peak hour pedestrian flows
   c. be designed to incorporate opportunities for respite and pause away from primary pedestrian flows
   d. be supported by active frontages
   e. be designed to support access for people of all abilities equitably throughout the sub-precinct.

(10) Street pavements and material palettes will be consistent with the relevant the City of Sydney's streets codes.

(11) End of trip facilities of a sufficient scale and design, and must be provided in a location that is clearly visible and which supports direct and intuitive access for its users, including cycle parking for visitors and employees.

(12) Appropriate facilities for last mile delivery are to be provided.

3.3.2 Building entrances

Objectives

(a) Development will ensure building entrance points connect at grade to the adjacent public domain and publicly accessible managed space.

Design Guidance

(1) Development of Block A will include an entrance and/ or is designed to enable a future entrance, at grade with and close to the entrance to Central Walk West.

(2) Access for pedestrians to each building is to be direct and legible, with access points to the precinct to be highly visible from main approaches including Lee Street, the future Western Forecourt, the north of Block A, the future over station development and the over station development corridor.

3.3.3 Vehicular access and parking

Objectives

(a) Development will enable a future integrated basement comprising all Blocks in the sub-precinct with a consolidated entrance and exit point to the south of the sub-precinct.

(b) Development is to be supported by vehicle access arrangements that adapt to the changing needs of the sub-precinct.

Design Guidance

(1) Vehicular access and service entry points are to be provided in accordance with **Figure 10: Vehicular Access and Parking**.

(2) All development Blocks are to contribute suitably to the creation of a sufficiently sized basement structure suitable to support the future requirements of the Western Gateway sub-precinct and broader Central Precinct, particularly with regards to waste, service and loading vehicles with supporting loading dock, ventilation, access, egress and fire services.

(3) All development will make provision for access for emergency vehicles.

(4) All onsite parking will be provided underground in basement levels.

(5) Provision is to be made within the basement design for charging stations to service electric vehicles.

(6) Development is to ensure the proposed future redevelopment of the Lee Street bus layover is not sterilised.

(7) The final arrangement of site access is to be provided as follows:

   a. Lee Street (south) site access is to be the primary vehicular access point for the Western Gateway sub-precinct
   b. Lee Street (north) access is to be provided until both Block A and C are provided with alternate options for basement entry and servicing. This access is to be closed permanently once alternate options for basement entry and servicing are provided.

(8) Development applications for redevelopment of any Block within the sub-precinct is to be accompanied by a traffic management plan that sets out:

   a. proposed measures for managing the effective and safe movement of pedestrians around the site during the construction process
   b. how traffic impacts on the surrounding road network will be managed during construction and once the development is operational.

(9) Development applications for redevelopment of any Block within the sub-precinct are to be accompanied by an integrated servicing and basement strategy demonstrating how the respective Block will be serviced and how in the final configuration it will contribute to and connect with the integrated basement servicing the entire the sub-precinct. The Strategy is to include details on the following:

   a. ongoing servicing of Central Station
   b. operation of freight and logistics
   c. parking and servicing requirements for each of the Blocks within the Western Gateway sub-precinct
   d. future servicing for over and under station developments

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

(10) Basement parking areas and structures are to:

   a. be designed to allow for the future connection of abutting basement structures within the Western Gateway sub-precinct in order to deliver a final consolidated integrated basement arrangement for all blocks
   b. allow for potential future vertical transportation (goods lift or similar) between the basement level, the proposed over station development deck,

and sub-deck level for the distribution of goods and general servicing requirements,

(11) Development in the basement is to provide dedicated on-site carparking for:

a. car share spaces
b. accessible spaces.

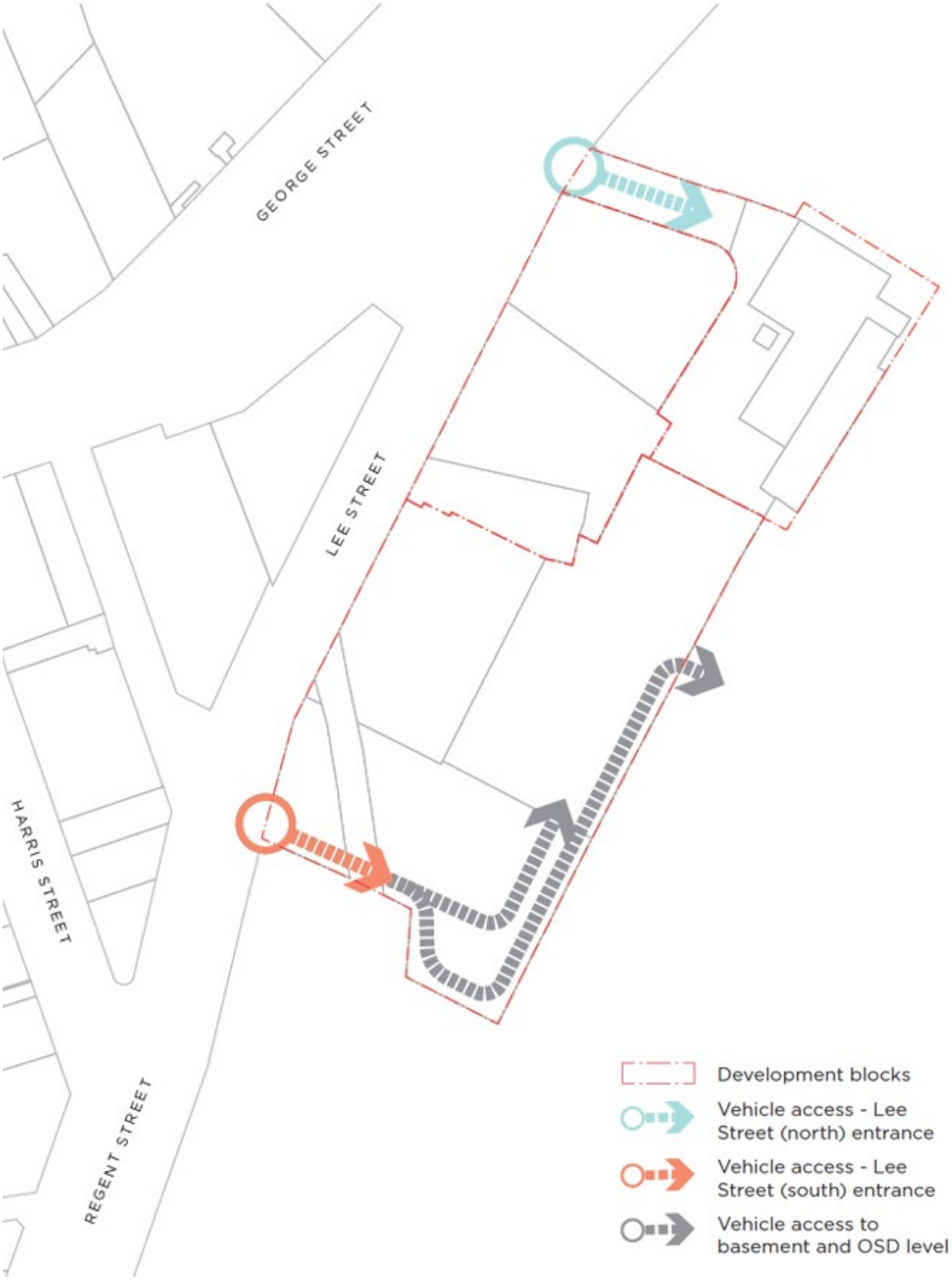

Figure 10: Vehicular Access and Parking

3.4 Sustainability

3.4.1 Sustainability and environmental performance

Objectives

(a) Development is to give effect to the Actions of the Eastern City District Plan, including:

- 68 - Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects
- 69 - Support precinct-based initiatives to increase renewable energy generation, and energy and water efficiency, especially in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects
- 72 - Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise carparking provision where an increase in total floor area greater than 100,000sqm is proposed in any contiguous area of 19 or more hectares.

(b) Ensure development incorporates best practice sustainability and environmental performance measures and initiatives for individual development sites and the whole precinct that:

a. minimise greenhouse gas emissions
b. Demonstrate innovation in reducing greenhouse gas emissions through energy efficiency, renewable energy and other measures
c. reduce the urban heat island effect
d. achieve high levels of waste separation and diversion from landfill
e. minimise consumption of mains potable water
f. improve air quality

Design guidance

(1) Development proposals for new buildings are to be accompanied by an Ecologically Sustainable Development strategy that demonstrates how the following standards will be achieved or exceeded for the relevant developments:

a. 5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement
b. 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement
c. 4-star NABERS Water rating for commercial uses
d. 4-star NABERS Water rating for hotel uses
e. Silver core and shell WELL rating (or equivalent industry standard) for commercial uses
f. Target a 6 star Green Star Design and As-Built rating (version 1.2) but achieve a minimum 5 star Green Star Design and As Built rating (version 1.2).

(2) Buildings are to be designed to achieve net zero emissions by being highly efficient and using a minimum of 100% renewable electricity (by maximising on-site generation and offsite renewable energy procurement).

(3) All new buildings are to be designed to incorporate suitable self-shading elements to minimise undesirable solar gain and improve the passive sustainability performance of buildings. Self-shading elements are encouraged to be external where suitable.

(4) Development is to apply the principles of biophilia in design, such as incorporating green walls and roofs.

(5) Development is to consider Urban Green Cover in NSW Technical Guidelines (OEH, 2015) ND Greener Places (OGA), and the draft Greener Places Design Guide.

(6) Development is to protect current or future residents and workers from noise, vibration and air pollution.

3.4.2 Water management

Objectives

(a) Development is to ensure that there is no increase to existing flooding and a reduction in existing flooding.

(b) Development reduces the effects of stormwater pollution on receiving waterways.

(c) Development encourages sustainable water use practices and reduces demand on mains potable water.

Design guidance

(1) All new development is to provide an Integrated Water Management Strategy that illustrates how buildings will be designed to maximise water efficiency and that can connect to future networks including but not limited to the George Street recycled water scheme network. The strategy is to:

   a. Include provision of dual plumbed water systems to enable utilisation of the recycled water network for permitted non-potable uses which may include flushing, irrigation, fire fighting and certain industrial purposes
   b. Identify how rainwater and / or stormwater will be harvested and reused on site to maximise sustainable water reuse
   c. Detail how the development will be designed to enable future connection to the George Street recycled water scheme network
   d. Identify opportunities for water sensitive urban design including green walls and roofs.

(2) Development is to manage and mitigate flood risk and must not exacerbate the potential for flood damage or hazard to development and to the public domain (including publicly accessible managed space).

(3) Development is to include measures that reduce the effects of stormwater pollution on receiving waterways.

(4) Development is to consider and include Water Sensitive Urban Design (WSUD) measures to improve stormwater quality flowing into waterways, and potentially include:

   a. gross pollutant traps
   b. passive irrigation
   c. bio-retention areas

d. rainwater harvesting.

(5) Building flood planning levels will be set above the 1% AEP flood level.

(6) Car park entrances are ramped up to above the 1% AEP flood level + 0.5m, or the probable maximum flood level (whichever is the higher).

(7) Development is to reduce the baseload pollutant levels in the water quality in the:

a. Baseline and annual pollutant load for litter and vegetation larger than 5mm by 90%
b. Baseline and annual pollutant load for total suspended solids by 85
c. Baseline and annual pollutant load for total phosphorous by 65%
d. Baseline and annual pollutant load for nitrogen by 45%.

3.4.3 Waste management

Objectives

(a) Development is to refer to the City of Sydney's Guidelines for Waste Management in New Developments.

(b) Development is to include a waste management system that maximises resource recovery to:

a. Reduce the amount of construction and demolition waste going to landfill
b. Reduce amount of waste generated in the operation of a development from going to landfill and maximise resource recovery.

Design guidance

(1) A Waste and Recycling Management Plan consistent with City of Sydney's Guidelines for Waste Management in New Developments is to be submitted with any DA and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.

(2) The Waste and Recycling Management Plan is to include the following with regards to the management of demolition and construction waste:

a. details regarding how waste is to be minimised during the demolition and construction phase
b. estimations of quantities and types of materials to be re-used or left over for removal from the site
c. details regarding the types of waste and likely quantities of waste to be produced
d. a site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas
e. targets for recycling and reuse
f. nomination of the role/person responsible for ensuring targets are met and the person responsible for retaining waste dockets from facilities appropriately licensed to receive the development's construction and demolition waste
g. confirmation that all waste going to landfill is not recyclable or hazardous
h. measures to reuse or recycle at least 90% of construction and demolition waste.

(3) The Waste and Recycling Management Plan is to include the following with regard to the management of operational waste:

   a. plans and drawings of the proposed development that show:
      i. the location and space allocated within buildings to the waste and recycling management systems
      ii. the nominated waste collection point/s for the site
      iii. the path of access for users and collection vehicles.
   b. details of the on-going management of the storage, separation and collection of waste and recycling, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas
   c. where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste and recycling management arrangements
   d. Measures to reuse or recycle at least 75% of waste from industrial, commercial and residential operations, with an aim of 90%.

(4) Development is to provide adequate space within buildings for waste infrastructure and accessibility for waste collection vehicles.

(5) Development is to consider provision of a space specifically set aside to accommodate Container Deposit Scheme Infrastructure.

(6) Development is to identify and consider building and or precinct-scale solutions including onsite separation of food waste.