

Transport for NSW

# Central Precinct

Strategic Framework

March 2021



## Acknowledgement of country

Transport for NSW respectfully acknowledges the Traditional Owners and custodians of the land within Central Precinct, the Gadigal of the Eora Nation, and recognises the importance of this place to all Aboriginal people. Transport for NSW pays its respect to Elders past, present and emerging.



If you require the services of an interpreter, contact the **Translating and Interpreting Services on 131 450** and ask them to call **Transport for NSW on (02) 9200 0200**. The interpreter will then assist you with translation.

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The renewal options presented within this Strategic Framework are preliminary only and are subject to further investigation around the following areas which include but are not limited to:

- heritage curtilage
- amenity
- visual impacts
- connectivity
- technical and operational impacts.

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.

## The vision for Central Precinct:

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

# Central Precinct overview

Comprising land in and around Central Station transport interchange, Central Precinct will be a new destination for the local, metropolitan, regional and global community. It will draw on the character and significant heritage within Central Precinct and the surrounding suburbs to foster a unique and vibrant urban place.

Leveraging the convenience of existing and planned transport infrastructure and services, Central Precinct will revitalise southern Central Sydney to create a world class transport destination. It will improve connections to surrounding employment, education, health and cultural institutions, supporting the Camperdown-Ultimo Collaboration Area as well as ensuring accessibility for all and embracing future changes in mobility.

The focus will be on people with the enhancement of existing, and creation of new, public and community spaces which support a diverse range of uses and activities. Central Precinct will also be pedestrian friendly by being walkable, connected and safe.

Central Precinct will foster the jobs of the future and economic growth through a new well-connected commercial hub for Sydney, helping to support new and emerging industries and providing employment space and supporting the establishment of the Tech Central (previously known as Sydney Innovation and Technology Precinct). Along with new entertainment, retail and dining, it will be activated day and night, promoting liveability and productivity.

Sustainability will be embedded as whole-of-life in all use and development. Through its resource efficiency and resilience Central Precinct will benefit current and future generations. Underpinning the success of Central Precinct will be its commitment to delivering design excellence through high quality built form and public spaces.

Driven by an acknowledgement of its significant cultural values, Central Precinct will be founded in its identity as the land of the Gadigal people. The Precinct will be embedded in the history of the area from the sand dunes and creek lines of the pre-contact landscape, to the consecration of the Devonshire Street Cemetery and the evolution of Central Railway Station.





Henry Deane Plaza and pedestrian tunnel

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# Introduction

The NSW Government plans to renew the land in and around the Central Station transport interchange known as Central Precinct.

Central Precinct will provide an enhanced transport interchange experience, important space for jobs in innovation and technology, improved connections with surrounding areas, new and improved public spaces and social infrastructure to support the community.

In July 2019, Central Precinct was declared a nominated State Significant Precinct (SSP) in recognition of its potential to boost investment and deliver new jobs.

The SSP nomination commences a detailed planning and investigation process involving technical studies and community and stakeholder consultation over the next 18 months to two years.

The detailed planning process will identify a new statutory planning framework for Central Precinct. It will involve two key stages:

- Stage 1: Development of a draft Strategic Vision which will be developed into a Strategic Framework
- Stage 2: Preparation of an SSP study with associated technical analysis and community and stakeholder consultation.

At the completion of Stage 2 the new statutory planning framework will facilitate Central Precinct's transformation into a vibrant mixed use centre while maintaining its critical transport function.

## Central Precinct Strategic Framework

This Strategic Framework represents the completion of Stage 1 of the planning process to develop a new planning framework for Central Precinct. It is an evolution of the Draft Strategic Vision prepared by Transport for NSW in October 2019. The Strategic Framework provides an update to the vision, planning priorities and design principles, and sub-precincts, following further detail, analysis and integration of feedback received from the community and stakeholders during the public exhibition. This has enabled the preparation of four renewal options that reflect the planning priorities and design principles of this Strategic Framework. It has been developed by considering Central Precinct's location, urban and strategic context, its opportunities and challenges and community and stakeholder feedback.

Consistent with the Department of Planning, Industry and Environment's advice, the Strategic Framework addresses the following for Central Precinct:

- the vision
- the key themes, planning priorities and design principles
- precinct renewal options
- commitments to design excellence and sustainability
- defines and identifies the proposed future character of sub-precincts within Central Precinct.

### Planning for the Western Gateway sub-precinct

The Western Gateway sub-precinct includes the commercial buildings and public plaza located on the western edge of Central Precinct. Whilst land within this sub-precinct is Government-owned, it is within long term existing leaseholds and is subject to private sector redevelopment proposals.

The Western Gateway sub-precinct has the potential to be the first step in the creation of a new planning framework for Central Precinct. It will kick-start the renewal of Central Precinct through the creation of a thriving city hub for technology and businesses with new public spaces.

While the detailed planning for the Western Gateway sub-precinct will progress in advance to the rest of Central Precinct, the Strategic Framework will ensure that planning for this important sub-precinct remains aligned and integrated with the overall vision for Central Precinct.



Central Precinct - site location diagram





← Bay 11

Bay 10  
← Bay 9

OZE MEDICINE

DRYICE

7-ELEVEN

Eddy Avenue colonnade



# Part 1

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## Understanding Central Precinct

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This section describes Central Precinct, its context, why it should be renewed and the opportunities and challenges of this renewal

## Urban context

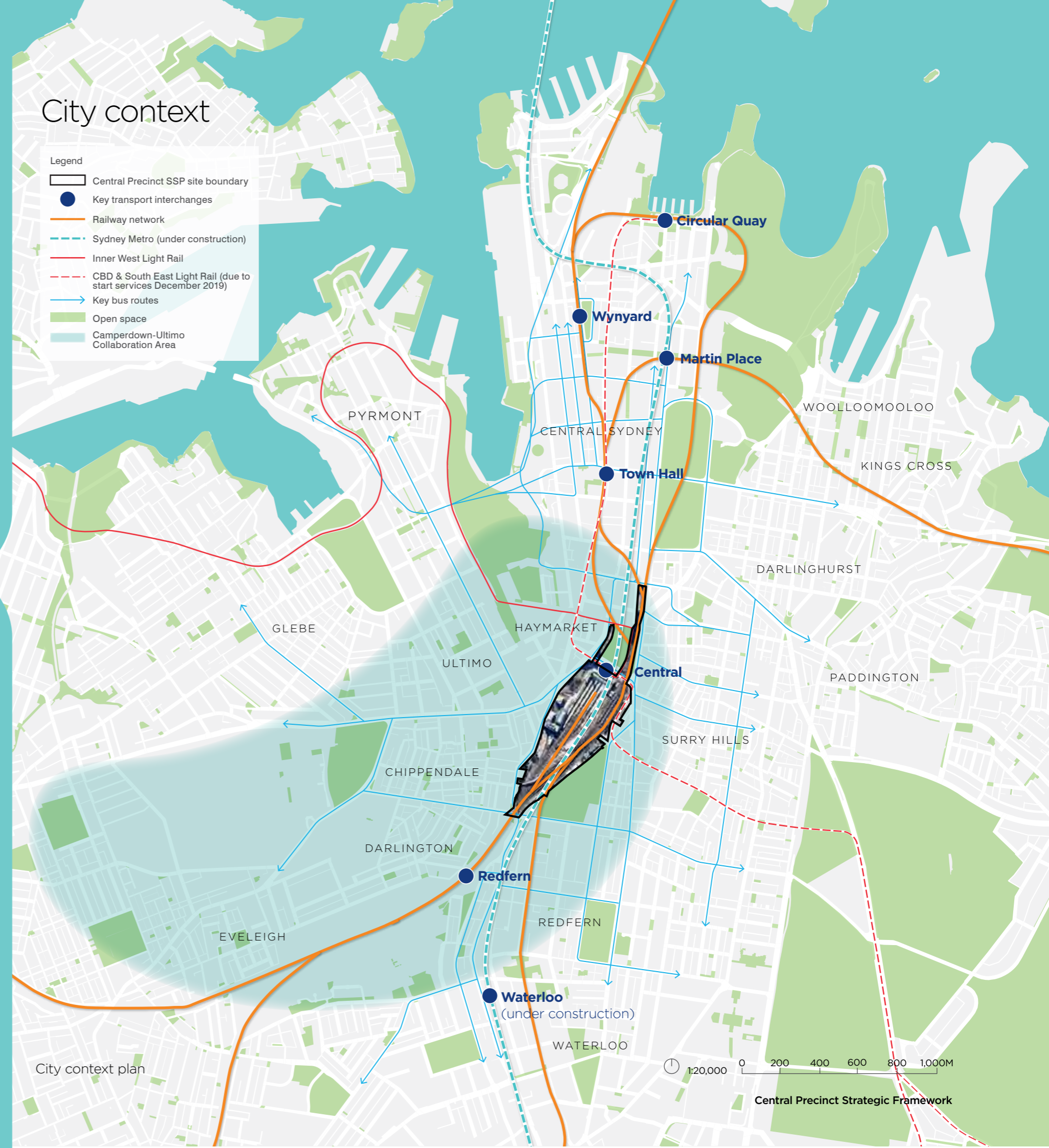
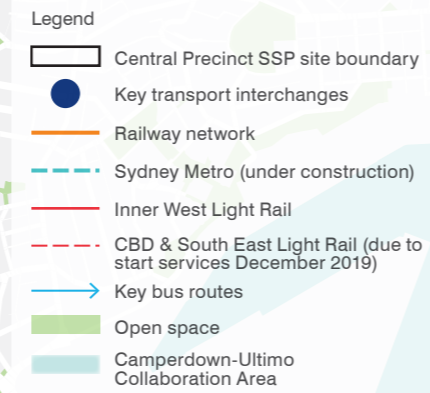
An appreciation of Central Precinct requires an understanding of the site and its immediate surrounds which provide it with its unique identity and context.

### Location

Comprised of over 24 hectares of Government-owned land, Central Precinct lies at the southern end of Central Sydney, covering a corridor of land running between Goulburn and Cleveland Streets. At the core of Central Precinct lies Central Station transport interchange and associated rail infrastructure.

Central Precinct is located within the City of Sydney Local Government Area and its neighbouring suburbs are Surry Hills, Haymarket, Chippendale, Ultimo and Redfern. It is also close to well-known Sydney attractions such as Broadway, Central Park, World Square, Darling Harbour and the Goods Line.

## City context



## Urban Context

### Jobs and economy

Although it is located at the southern end of Central Sydney, Central Precinct contains a relatively small number of jobs, mainly in office, retail including food and drink premises. The surrounding areas are characterised by a large diverse workforce in the finance, education, government and business sectors, creatives as well as people working in food and drink premises and tourism, culture and leisure.

Central Precinct is positioned within the northern end of the NSW Government's Tech Central and the western edge of the Greater Sydney Commission's Camperdown-Ultimo Collaboration Area. These initiatives promote the creation of job opportunities, particularly jobs of the future in innovation and technology.

#### Camperdown-Ultimo Collaboration Area

The Collaboration Area is an initiative by the Greater Sydney Commission to build on the existing education, science, health and skills institutions. It will foster sharing of information and ideas leading to innovation and new opportunities.

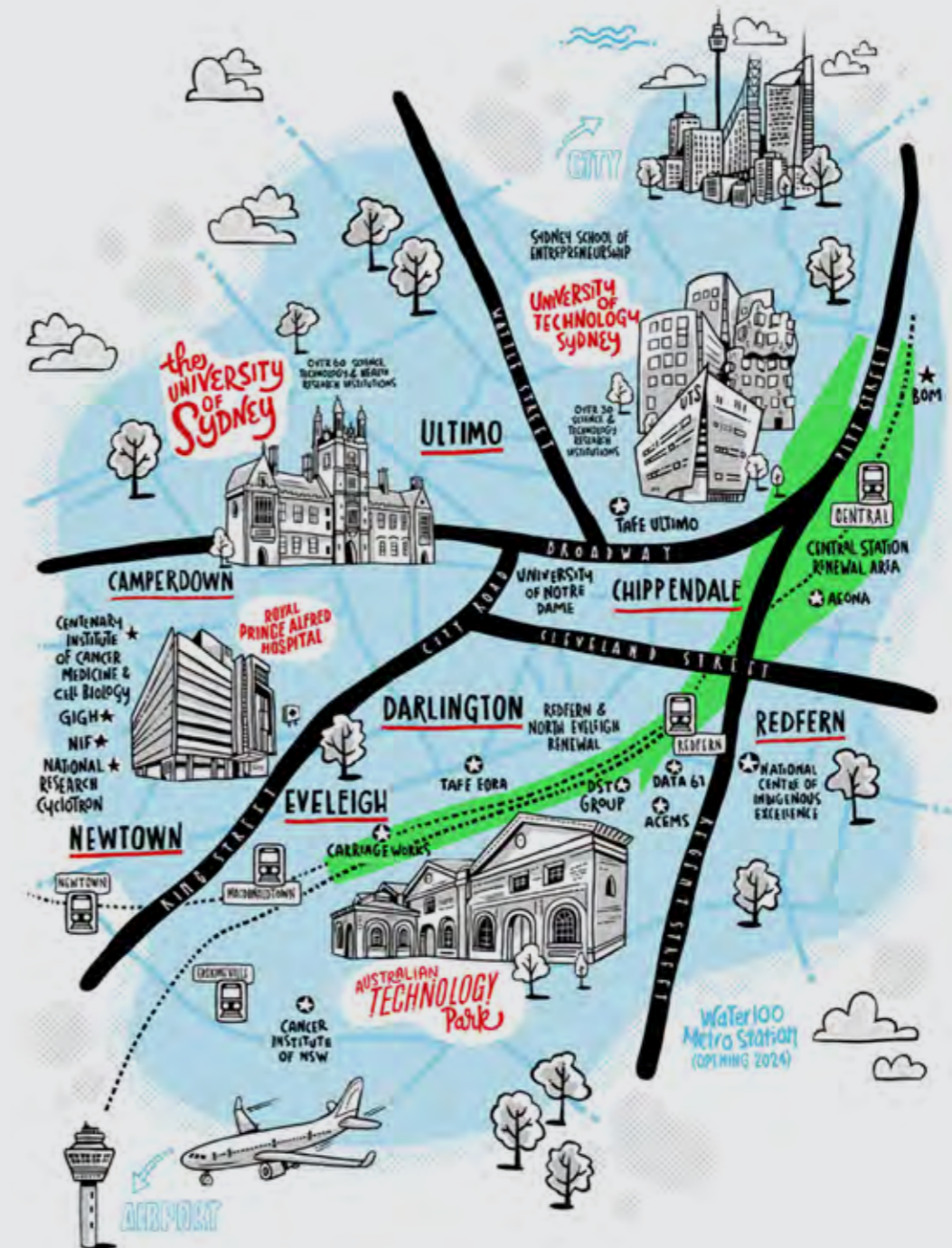
The Collaboration Area stretches from Camperdown to Ultimo, and covers Darlington and Eveleigh; most of Haymarket, Ultimo and Camperdown; and parts of Glebe, Forest Lodge, Newtown, Redfern and Surry Hills.

The vision and actions associated with the Collaboration Area have been identified in the [Camperdown-Ultimo Place Strategy](#).

#### Tech Central

This Precinct is the NSW Government's commitment to creating the biggest technology hub of its kind in Australia. It is located in southern Central Sydney to capitalise on the existing rich heritage, culture, activity, innovation and technology, education and health institutions of the surrounding suburbs and the excellent transport links provided by Central and Redfern Station transport interchanges.

The Innovation and Technology Precinct Panel Report identifies the goals of Tech Central. It will aim to create 250,000 square metres of net lettable floor space for technology companies, including affordable work space for start ups and early stage companies. It will also aim to create 25,000 new jobs, increased educational opportunities focused on Science, Technology, Education and Mathematics (STEM) and life sciences and increased technology exports.



Source: The Sydney Innovation and Technology Precinct Panel Report, 2018.

## Urban Context

### Transport and access

Central Precinct has been an important site for transport operations for over 150 years. Today, Central Station is one of Australia's busiest transport interchanges and is the anchor of NSW's rail network. It provides 24 platforms for suburban and Intercity and Regional train connections as well as a direct link to Kingsford Smith Airport. The broader transport interchange also caters for light rail, bus, coach and point to point connections such as taxis.

The transport interchange is part of the Sydney CBD and South East Light Rail network. Sydney Metro services will begin in 2024.

### Built form and public domain

Land to the east, south and west (with the exclusion of the land either side of Broadway) is shaped by a fine grain street pattern and diverse, mixed use built form. Land to the north has a larger scale built form and street pattern with many high rise office and apartment buildings. George Street and Broadway have a more varied mix of uses and built form.

The rail infrastructure restricts public access to much of the site and connections between the surrounding suburbs.

Other than Henry Deane Plaza, Central Precinct has limited public outdoor open spaces. It is however located adjacent to some of Sydney's most historic parks and squares, including Belmore Park to the north, Prince Alfred Park to the east and Railway Square to the west. Railway Square and the Western Forecourt form part of the City of Sydney's vision for three public squares in Central Sydney.

### Heritage

The Central Precinct has layers of history which contribute to Sydney's identity.

These layers reveal Sydney's indigenous, ecological, transport and architectural history and should be celebrated as cultural contributors of state significance.

### Community

Surrounding Central Precinct are some of Sydney's most diverse residential and cultural communities each with their own distinctive character and history. Most of the population in the surrounding suburbs are 18-34 and live in a mixture of family, group and single households.

People who visit Central Precinct are from diverse backgrounds and primarily do so to access or traverse the transport interchange and tend not to remain on site.

There are a number of community centres and spaces in the surrounding area including cultural services and facilities. This includes mobile and fixed support services for the homeless.

Prince Alfred Park contains a range of publicly accessible sporting and recreation facilities, including a swimming pool, tennis courts, basketball courts, playgrounds and an exercise circuit.

### Art and culture

Central Precinct is in proximity to the ABC, Museum of Applied Arts and Sciences, the National Centre for Indigenous Excellence and Carriageworks. Surry Hills and Chippendale also have a vibrant arts culture.

### Education

Central Precinct is highly accessible to some of Sydney's best higher education institutions, including the University of Technology Sydney (UTS), the University of Notre Dame and the University of Sydney. TAFE Sydney is located nearby in the historic Marcus Clarke Building, and the NSW Government has commenced work on construction of the new Cleveland Street High School adjoining Prince Alfred Park.

### Health

Central Precinct is located between world-class health services facilities including the Royal Prince Alfred Hospital and St Vincent's Hospital. The Sydney Dental Hospital, located adjacent to Central Precinct, provides important dental health services for the community.

### Accommodation

Central Precinct currently contains no residential accommodation, however, it sits at the intersection of a number of inner city neighbourhoods that provide a diversity of residential accommodation. This ranges from the high rise residential flat buildings at Central Park to the west to the dense smaller scale hostels, boarding houses and residential flat buildings in Haymarket, Chippendale, Surry Hills and Redfern.

Central Precinct also contains the Adina Hotel and Sydney Railway Square YHA on the western edge and there are extensive tourist and visitor accommodation options surrounding Central which provide temporary or short stay accommodation.

## Urban Context



City of Sydney's vision for three public squares

## Precinct context

- Legend**
- Central Precinct SSP site boundary
  - Existing transport mobility and connections**
  - Central Railway Station
  - Sydney Metro (under construction)
  - Inner West Light Rail (existing)
  - CBD and South East Light Rail
  - Bus stands
  - Existing connections through Central Precinct
  - Central Walk (under construction)
  - Existing Central Station entries
  - New entry to Central Walk
  - Public domain and open space**
  - Potential Third Square (Draft Central Sydney Planning Strategy)
  - George Street connection linking three squares
  - Existing open space
  - Central Sydney growth**
  - Established Central Sydney
  - Emerging southern Central Sydney (Draft Central Sydney Planning Strategy)

Precinct context plan

Central Precinct Strategic Framework

## Built form of neighbouring areas



Central Sydney



Darling Square



Central Park, Chippendale



Surry Hills



## Urban Context

### Aboriginal heritage

For tens of thousands of years the Gadigal people, the traditional custodians of the lands, have lived in and around Central Precinct. The varied landscape and proximity to water sources made this area rich in resources. A significant travel route ran through this area, connecting groups north-south for trade, and social and ceremonial networking. Following European settlement, the Aboriginal population around Sydney was significantly reduced in the 1780s, largely due to introduced diseases. However, the site of today's Belmore Park and Central Station was a location of Aboriginal gatherings and ceremonies into the early 1800s, and Prince Alfred Park, then known as Cleveland Paddocks, became a place of shelter as people were driven from their traditional camping grounds around Sydney Cove, until the coming of the railway in the 1850s. Developments around the railway provided opportunities for Aboriginal people from all over NSW who travelled into the area to work at the Eveleigh railyards and other factories and light industry around the Central/Redfern area in the late 1800s and early 1900s. The nearby suburb of Redfern in particular also holds great significance in terms of its more recent political symbolism.



'Aborigines using fire to hunt kangaroos' by Joseph Lycett, c1817  
(National Library of Australia)

1. AHMS, 2015, Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review
2. City of Sydney 2013, Barani Barrabugu, Yesterday, Tomorrow: Sydney's Aboriginal Journey



## Urban Context

### European heritage



Mortuary Station 1871 (Source: Mitchell Library)

Following European settlement, the site of Central Precinct remained largely undeveloped until 1820 when the Devonshire Street Cemetery (or Sandhills Cemetery) was consecrated due to its suitably remote location from a growing Sydney and the Old Burial Ground, now occupied by Sydney Town Hall, reaching capacity.

The Benevolent Asylum was also established at this time providing shelter, food and medical assistance. By 1840 it was extended to accommodate over 1000 people living there. In 1847 the Wesleyan Mission Chapel was established on Regent Street, later used as a school with the establishment of a larger church adjacent to it. Despite this development, most of the site remained undeveloped with some areas of public pasturage, called the Cleveland Paddocks, occupying the southern portion of the area of Central Precinct



Central Railway Station 1940s (Source: Frank Hurley, National Library of Australia, nla-obj-158907815)

Opened in 1855, Sydney's Central Station (also known as Sydney Terminal) and associated rail infrastructure has provided Sydney with over 160 years of continuous service. Originating on land between Devonshire and Cleveland streets, the station has progressively evolved in response to an expanding population and rail network, moving northwards to its current location. During this time, other important buildings were also established including the gothic style Mortuary Station, designed to transport mourners and coffins to the new general cemetery at Rookwood.

When the current Central Station building was progressively built between 1901-1921, it was an urban intervention of unprecedented scale and influenced the structure of the city around it. It was the first major terminal to be constructed in Australia and its design was inspired by the grand classical stations of Europe. The sandstone clock tower became a landmark in the local area and was known as the 'working man's watch'. The station and network of buildings and infrastructure have remained largely unchanged since electrification of the rail network and introduction of the suburban rail lines in 1926.



Railway Institute Building 1919 (Source: NSW State Archives)

The majority of Central Precinct is listed as having State heritage significance on the NSW State Heritage Register. Central Precinct contains three State heritage listed items: Central Terminal and Railway Station Group (which includes Central Station, the former Parcels Post Office and Bradfield Flying Junctions), Mortuary Railway Station and Railway Institute Building. One of the key reasons for Central Terminal and Railway Station Group's State heritage significance is that it continues to be used for its original purpose as a transport interchange, aiding the efficient functioning of the city and supporting the economy of NSW. Other contributing reasons for its significance include its visual qualities and its engineering innovation for that time.

Surrounding Central Precinct there are heritage conservation areas in Surry Hills, Chippendale and Redfern as well as over fifty separately listed heritage items within the visual catchment of Central Precinct.

# State and local strategic planning context

A number of existing State and local strategic planning documents and policies provide guidance and direction for the renewal of Central Precinct. The following policies and their relevant priorities and actions have been considered in the development of the Strategic Framework.

## Greater Sydney Region Plan A Metropolis of Three Cities

GSC, March 2018

The 40 year vision and 20 year plan to manage growth and change across Greater Sydney. It sets a number of directions around liveability, productivity and sustainability.

- Collaboration between governments and the community (**Objective 5**)
- Deliver collaboration areas (**Action 1**)
- Consideration of a range of initiatives to address affordable rental housing (**Objective 11**)
- Create great places (**Objective 12**)
- Protect environmental heritage (**Objective 13**)
- Make the Harbour CBD more competitive (**Objective 18**)
- Support the Camperdown Ultimo Collaboration Area (**Action 8**)
- A low carbon city and low carbon precincts (**Objective 33, Strategy 33.1**)
- Renewable energy and water (**Objective 34**)
- Consultation with Local Aboriginal Lands Councils (**Planning Priority E4**);
- Investigation of opportunities for precinct-based provision of adaptable car parking and infrastructure (**Objective 12, Planning Priority E6**);
- Identification and conservation of heritage (**Planning Priority E6**);
- Strengthening international competitiveness of the Harbour CBD and growing its vibrancy (**Planning Priority E7**);
- Delivering integrated land use and transport planning and a 30-minute city (**E10**); and
- Supporting growth of targeted industry sectors, in particular tourism and visitation and night time economy (**Planning Priority E13**).

## Eastern City District Plan

GSC, March 2018

A 20-year plan to manage growth in the context of economic, social and environmental matters for the Eastern City to fulfil the vision of the Greater Sydney Region Plan.

- Grow and invest in the innovation corridor (**Planning Priority E8**)
- Reduce carbon emissions and manage energy, water and waste efficiently (**Planning Priority E19**)
- Achieve net zero emissions by 2056 including low impact precincts (**Action 68**)
- Precinct base initiatives to increase renewable energy generation and energy and water efficiency (**Action 69**)
- Consultation with Local Aboriginal Lands Councils (**Planning Priority E4**);
- Investigation of opportunities for precinct-based provision of adaptable car parking and infrastructure (**Objective 12, Planning Priority E6**);
- Identification and conservation of heritage (**Planning Priority E6**);
- Strengthening international competitiveness of the Harbour CBD and growing its vibrancy (**Planning Priority E7**);
- Delivering integrated land use and transport planning and a 30-minute city (**E10**); and
- Supporting growth of targeted industry sectors, in particular tourism and visitation and night time economy (**Planning Priority E13**).

## Future Transport Strategy 2056

TfNSW, 2018

The 40 year vision, directions and outcomes framework for customer mobility in NSW.

- Improved customer experience (**Outcome 1**)
- Transport enhancing the liveability, amenity and economic success of communities to create great places (**Outcome 4**)
- Transport supporting economic activity and productivity (**Outcome 3**)
- A safe, high performing, efficient transport network (**Outcome 4**)
- Accessible, inclusive transport (**Outcome 5**)
- An economically and environmental sustainable transport network contributing to emissions reductions (**Outcome 6**)

## Central to Eveleigh Urban Transformation Strategy

NSW Government, November 2016

The vision of how the Central to Eveleigh area can contribute to a growing Sydney and how it will help deliver a broader range of homes, new and higher quality public open space, better connections and community facilities.

- Create a green network (**Key Move 2**)
- Create walking and cycling connections across the railway corridor (**Key Move 3**)
- Connect the city with surrounding places (**Key Move 4**)
- Create centres of activity around stations (**Key Move 6**)
- Create a centre for Sydney's growing economies (**Key Move 7**)
- Strengthen arts, culture and heritage (**Key Move 8**)
- Integrate new high-density, mixed use buildings with existing neighbourhoods and places (**Key Move 9**)



## State and local strategic planning framework

<b>The Sydney Innovation and Technology Precinct Panel Report</b>	<b>Camperdown- Ultimo Place Strategy</b>	<b>Draft Central Sydney planning strategy</b>	<b>Sustainable Sydney 2030 and Community Strategic Plan 2017-2021</b>	<b>Draft Local Strategic Planning Statement City of Sydney</b>
NSW Government, 2018	GSC, February 2019	City of Sydney, 2016	City of Sydney, 2017	City of Sydney, 2019
Identifies actions and recommendations for realising the vision for a globally competitive innovation and technology precinct in Central Sydney.	Establishes a vision and narrative for the Camperdown-Ultimo Collaboration Area, sets priorities and identifies actions to deliver upon the vision for the collaboration area.	A 20-year growth strategy that revises previous planning controls and delivers on the City of Sydney's Sustainable Sydney 2030 program for a green, global and connected city focusing on 10 key moves.	A set of goals to help make Sydney city as green, global and connected as possible by 2030.	A 20-year vision and supporting planning priorities and actions for land use planning in the city.
<ul style="list-style-type: none"> <li>• Create 25,000 additional innovation jobs through additional net lettable floor space (<b>Action 1</b>)</li> <li>• A vibrant and connected place to spark innovation which has great spaces, improved walking and cycling connections, upgraded transport and embedded sustainability (<b>Action 2</b>)</li> </ul>	<ul style="list-style-type: none"> <li>• Renew Central Station, integrate the transport interchange and improve pedestrian and cycling connectivity (<b>Action 5</b>)</li> <li>• Identify transport solutions to optimise connectivity (<b>Action 9</b>)</li> <li>• Activate night time precincts and ground floor area and promote meeting places and cultural assets (<b>Action 17</b>)</li> <li>• Celebrate local culture and events in partnership (<b>Action 18</b>)</li> <li>• Provide spaces to encourage student connections, networking and innovation and increase commercial outcomes (<b>Action 24</b>)</li> <li>• Deliver affordable space in developments for tech start-ups, innovation, creative industries, cultural uses, community uses (<b>Action 28</b>)</li> <li>• Promote community use and activities (<b>Action 30</b>)</li> <li>• Improve energy, waste and water efficiency, and improve health outcomes (<b>Action 31</b>)</li> <li>• Investigate precinct solutions for energy, water and waste management (<b>Action 33</b>)</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritise employment growth and increase capacity (<b>Key Move 1</b>)</li> <li>• Ensure development responds to context (<b>Key Move 2</b>)</li> <li>• Integrate disconnected precincts back into the city (<b>Key Move 3</b>)</li> <li>• Provide for employment growth in new tower clusters (<b>Key Move 4</b>)</li> <li>• Move towards a more sustainable city (<b>Key Move 6</b>)</li> <li>• Protect, enhance and expand Central Sydney's heritage, public places and spaces (<b>Key Move 7</b>)</li> <li>• Move people more easily by prioritising streets for walking and cycling and expanding the pedestrian and open space network (<b>Key Move 8</b>)</li> <li>• Reaffirm commitment to design excellence (<b>Key Move 9</b>)</li> </ul>	<ul style="list-style-type: none"> <li>• A globally competitive and innovative city (<b>Strategic Direction 1</b>)</li> <li>• A leading environmental performer (<b>Strategic Direction 2</b>)</li> <li>• Integrated transport for a connected city (<b>Strategic Direction 3</b>)</li> <li>• A city for walking and cycling (<b>Strategic Direction 4</b>)</li> <li>• A lively and engaging city centre (<b>Strategic Direction 5</b>)</li> <li>• Vibrant local communities and economies (<b>Strategic Direction 6</b>)</li> <li>• A cultural and creative city (<b>Strategic Direction 7</b>)</li> <li>• Sustainable development, renewal and design (<b>Strategic Direction 9</b>)</li> <li>• Implementation through effective governance and partnership (<b>Strategic Direction 10</b>)</li> </ul>	<ul style="list-style-type: none"> <li>• Walkable neighbourhoods and a connected city (<b>Planning Priority 1</b>)</li> <li>• Align development and growth with supporting infrastructure (<b>Planning Priority 2</b>)</li> <li>• Support community wellbeing with Infrastructure (<b>Planning Priority 3</b>)</li> <li>• A creative and socially connected city (<b>Planning Priority 4</b>)</li> <li>• Create great places (<b>Planning Priority 5</b>)</li> <li>• Grow a stronger, more competitive Central Sydney (<b>Planning Priority 7</b>)</li> <li>• Develop innovative and diverse business clusters in City Fringe (<b>Planning Priority 8</b>)</li> <li>• Protect and enhance the natural environment for a resilient city (<b>Planning Priority 10</b>)</li> <li>• Create better buildings and places to reduce emissions and waste and use water efficiently (<b>Planning Priority 11</b>)</li> <li>• Increase the resilience of people and infrastructure against natural and urban hazards (<b>Planning Priority 12</b>)</li> </ul>

# Community and stakeholder engagement

Community and stakeholder engagement has been an important factor in shaping the preparation of this Strategic Framework.

The following community and stakeholder engagement has been undertaken for Central Precinct:

## Previous engagement

### 2016

In 2016, the community, customers and visitors were surveyed and an online discussion forum was held with close to 200 people participating in a conversation about the future redevelopment of Central Station.

#### We heard:

- The highlight of Central Precinct was its heritage and the architecture of Central Station
- There was support for a revitalisation of Central Station
- Central Station was sometimes a disappointing experience and that it needed to be easier to navigate, cleaner, have better lighting and security
- A need for more variety of food, shops, cafes and bars
- There was a desire to see more commercial and retail places; improved facilities and more public open spaces that respect the heritage of the area and buildings.

### 2017

In 2017, early stakeholder engagement with a range of Government department and agencies, the City of Sydney and peak bodies, representative groups and advocacy groups focused on creating the vision and values for the renewal of Central Precinct.

#### We heard:

- People supported a renewal of Central Precinct
- There was a desire to preserve and enhance heritage aspects of the station and surrounding area
- The existing user experience was poor in terms of wayfinding, facilities, the public realm and diversity of local services
- There was a desire for more high quality civic spaces
- Better connections across the station and to surrounding areas were needed
- Renewal needed to address social and community issues.

### 2018

In 2018, customers were asked what they would like to see as part of a renewed Central Station and surrounding area.

#### We heard:

- People want a vibrant city hub with easy access to transport services
- Central Precinct should be a destination in itself, not just a transport interchange
- There should be cultural and leisure opportunities as well as open space.

Central Station Grand Concourse

# Community and stakeholder engagement

## Current engagement

### 2019

In 2019, the community and stakeholders were asked for feedback on the vision, themes and key planning considerations for Central Precinct and the proposed future character of the sub-precincts

#### We heard:

- general support for the Precinct Renewal
- strong support for improving movement and connections in and around the Precinct and linking key neighbourhoods
- importance of heritage and ensuring the renewal responds to the local character
- Central Precinct should have strong commitment to sustainability and net zero emissions
- support for the creation of job opportunities, particularly jobs of the future in innovation and technology
- support for new public spaces, entertainment, dining, retail offers and night-time activation.

*"...this is an excellent opportunity to revitalise this part of the city whilst emphasising the unique character and heritage aspects of the area." - community member*

*"...With the precinct so centrally located, close to universities, employment opportunities, transport and green space, it's important we make the most of the precinct's redevelopment, think boldly and deliver a world class outcome..." - Property Council of Australia*

*"I think this area should become an extension of the City, with lots more jobs based around Central." - community member*

*"This is a fantastic idea which will really reinvigorate this somewhat tired part of Sydney, and which will shift the CBD closer to where more people live, which can only assist more people to be able to walk or ride bikes to work..." - community member*

*"... UTS strongly supports plans for renewal of Central Station...Central Station should be a cultural, entertainment and community destination for Sydneysiders and tourists, and should seek to generate activity outside of normal business hours..." - University of Technology Sydney*

*"I think this is a great idea and will provide a space for residents of surrounding areas to use. Plus a place of interest for visitors." - community member*

### Ongoing

Significant collaboration has also been undertaken with key Government agencies and stakeholders, including the Government Architect NSW, Department of Planning, Industry and Environment, Department of Premier and Cabinet, Greater Sydney Commission and City of Sydney Council.

The feedback received from the above consultation has helped inform the vision, themes and planning priorities for Central Precinct and the proposed future character of the sub-precincts.

## Future engagement

Engagement will continue to underpin the renewal of Central Precinct to take into consideration the views, ideas and issues raised by stakeholders and the community.

An Aboriginal Engagement Strategy will be developed and implemented to allow for authentic engagement with Aboriginal stakeholders and communities.

# Why transform Central Precinct

Central Precinct is an exceptional opportunity to deliver development with far reaching urban renewal outcomes that benefit Sydney and NSW.

The opportunity is comparable in terms of relevance, scale and potential impacts to large urban renewal programs across the globe including Kings Cross, Euston and Olympic Park in London and Hudson Yards in New York. To be successful the renewal of Central Precinct will need to address the challenges and realise the opportunities.

For all its inherent advantages of location and transport connections, Central Precinct is yet to reach its full potential as a place.

Central Station is constrained from issues of congestion, poor layout and uneven quality. The railway corridor provides a physical barrier between surrounding neighbourhoods and disconnects businesses from higher education institutions.

The area is considered a transit route rather than a destination to stay and enjoy. The lack of facilities and amenity does not attract people to stay in the area or encourage businesses to invest.

In the surrounding area of Central Sydney, a lack of commercial floor space has the potential to hinder Sydney's economic competitiveness. The need for employment floor space is outpacing supply and Sydney prime office rents are rising. Without further Central Sydney development sites opening up, this trend is likely to continue and constrain jobs growth, particularly in new and emerging industries.

The Central Precinct will revitalise heritage. The many layers of the Precinct's history will be revealed and activated by new uses and opportunities for public access. With this will come opportunities for current and future generations to leave their mark on the evolving history of Sydney.

The current presentation of heritage values across the precinct are fragmented and the story of the site is not easily discernible to the public. Aboriginal cultural and heritage values are not adequately acknowledged or showcased. The transformation of the precinct allows for the revitalisation of the communication of heritage values and the integration of interpretive elements from the planning and design phase.

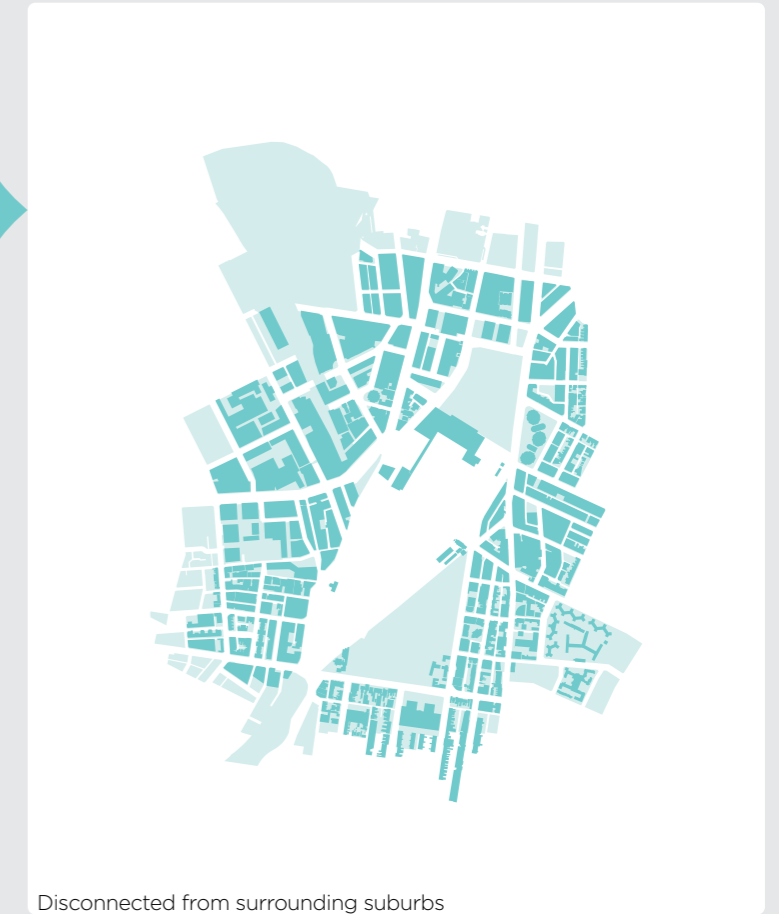
## Challenges

Accommodating growth pressures associated with increased demand for new employment, education and housing development

Resolving the disconnection that the railway corridor currently creates to surrounding suburbs



Central Station, Sydney



Disconnected from surrounding suburbs

Facilitating development of land beyond Central Precinct SSP boundary

Protecting the heritage significance of the precinct and surrounding areas while facilitating new development

Accommodating growing demand on the station and interchange with transport customers anticipated to reach 450,000 daily by 2040

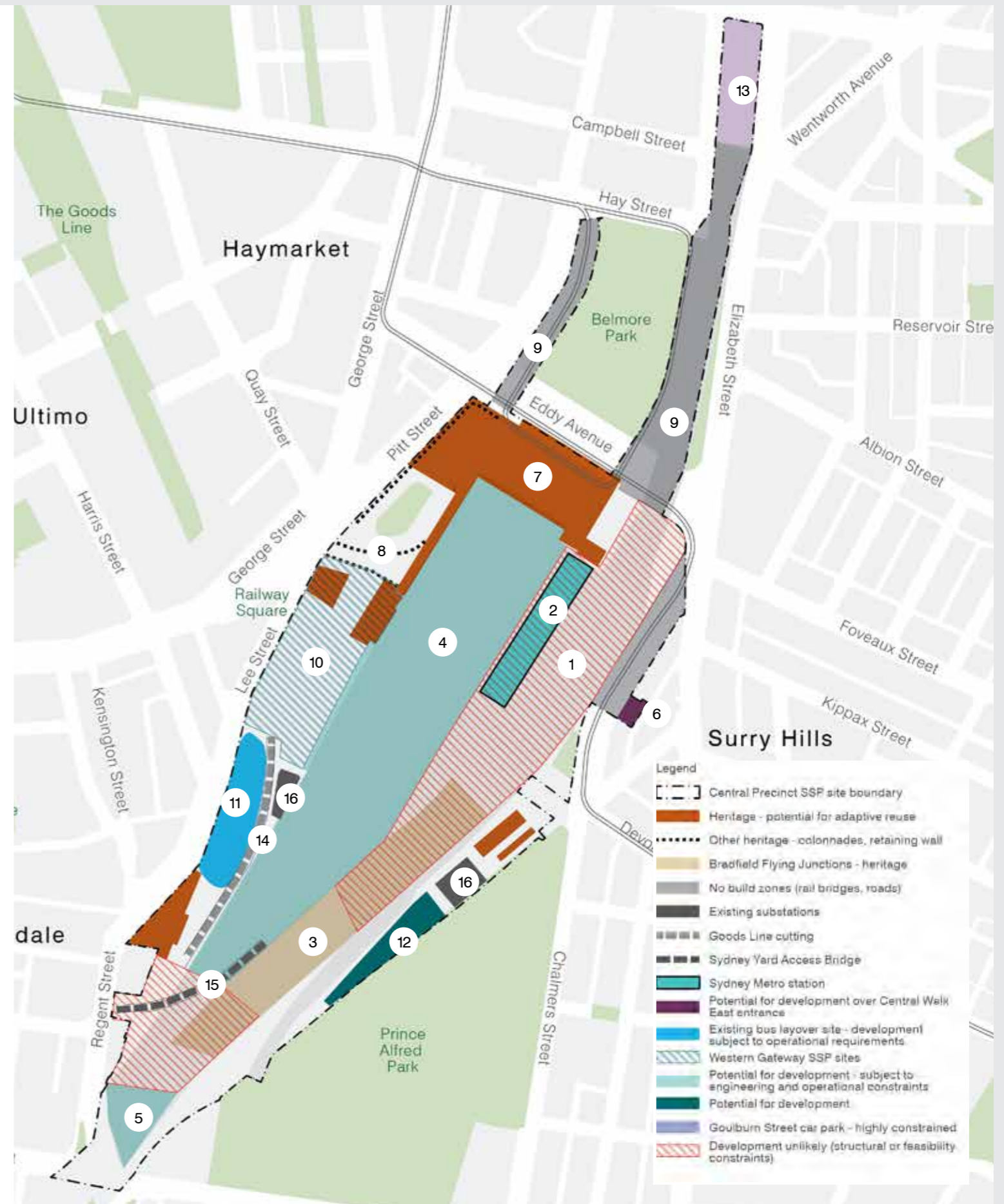
Maintaining and growing the city's global competitiveness with Central Sydney a key to supporting economic growth

## Technical constraints

Building over rail requires many technical considerations including; structural requirements related to rail operations, the coordination of structural layouts with rail and platform locations, ensuring adequate ventilation and service access and appropriate customer experience.

Key considerations outlined in the figure opposite include:

1. The suburban platforms and rail lines have operational and structural constraints
2. The Sydney Metro structures have not been designed to take OSD structures
3. The Bradfield Flying Junctions have construction and heritage constraints
4. The Intercity and Regional train platforms have rail operations, engineering requirements and heritage constraints
5. The Cleveland Street bridge needs further engineering and feasibility analysis
6. Above Central Walk is highly constrained due the structural requirements.
7. The heritage curtilage and views of the state-heritage listed Sydney Terminal building and clock tower
8. Existing heritage structures affect sight lines and pedestrian movement to the future Central Walk entry
9. The heritage viaducts lack ground level activation and permeability into Belmore Park
10. The former Parcels Post Office Building and Inwards Parcels Shed are heritage items which need to be sensitively incorporated
11. Renewal of the existing bus layover site is subject to the requirement to relocate, reduce or integrate it into future built form
12. Renewal at Prince Alfred Sidings to consider solar access impacts and interface to Prince Alfred Park
13. The City Circle heritage rail bridge will need to be retained
14. The remnant Goods Line cutting will need to be retained
15. The Sydney Yard Access Bridge will need to be retained for future maintenance
16. Recently-built substations are unlikely to change in the short to medium term.



## Why transform Central Precinct

Central Precinct provides an exceptional opportunity to expand southern Central Sydney and create new space for jobs and the community by renewing 24 hectares of government owned land.

It will provide a revitalised transport interchange, building upon the existing connections and the new CBD and South East light rail and Metro.

Cross rail corridor links and new and enhanced public spaces will provide important connections between business, education, health and skills institutions, fostering collaboration and innovation.

Critical employment space will be created for the jobs of the future, anchoring Tech Central.

Heritage will be integrated into the public domain, using a prospective and adaptive approach to preservation.

### Opportunities for transformation

24 hectares of land for potential renewal with the ability to provide critical employment space for the jobs of the future, as well as retail, community and public spaces

Northern anchor of Tech Central providing space and links to educational facilities to facilitate jobs and businesses in innovation and technology

Provide spaces and experiences that celebrate Aboriginal heritage

Southern Central Sydney location providing a natural extension to the city's development

Providing space and connections for retail, dining, entertainment and cultural activity

Multi-modal transport interchange including airport links to the international community, providing competitive advantage and attracting business



Granary Square, London

Creating new and enhanced public spaces including catalysing and supporting existing plans for Central Sydney such as the City of Sydney's vision for a new public square

Eastern edge of Camperdown-Ultimo Place Collaboration Area providing important connections for health and education

Creating a new address for Central Station, giving it an identifiable grand entrance and identity while also improving accessibility and wayfinding

Government ownership enabling coordination and collaboration

Existing transport initiatives and transformations underway including Sydney Metro, CBD and South East Light Rail and Central Walk combined with station improvements will enhance interchange, wayfinding and connections

Public spaces to celebrate the history and cultural heritage of Central and establish heritage buildings as gateways and urban markers.

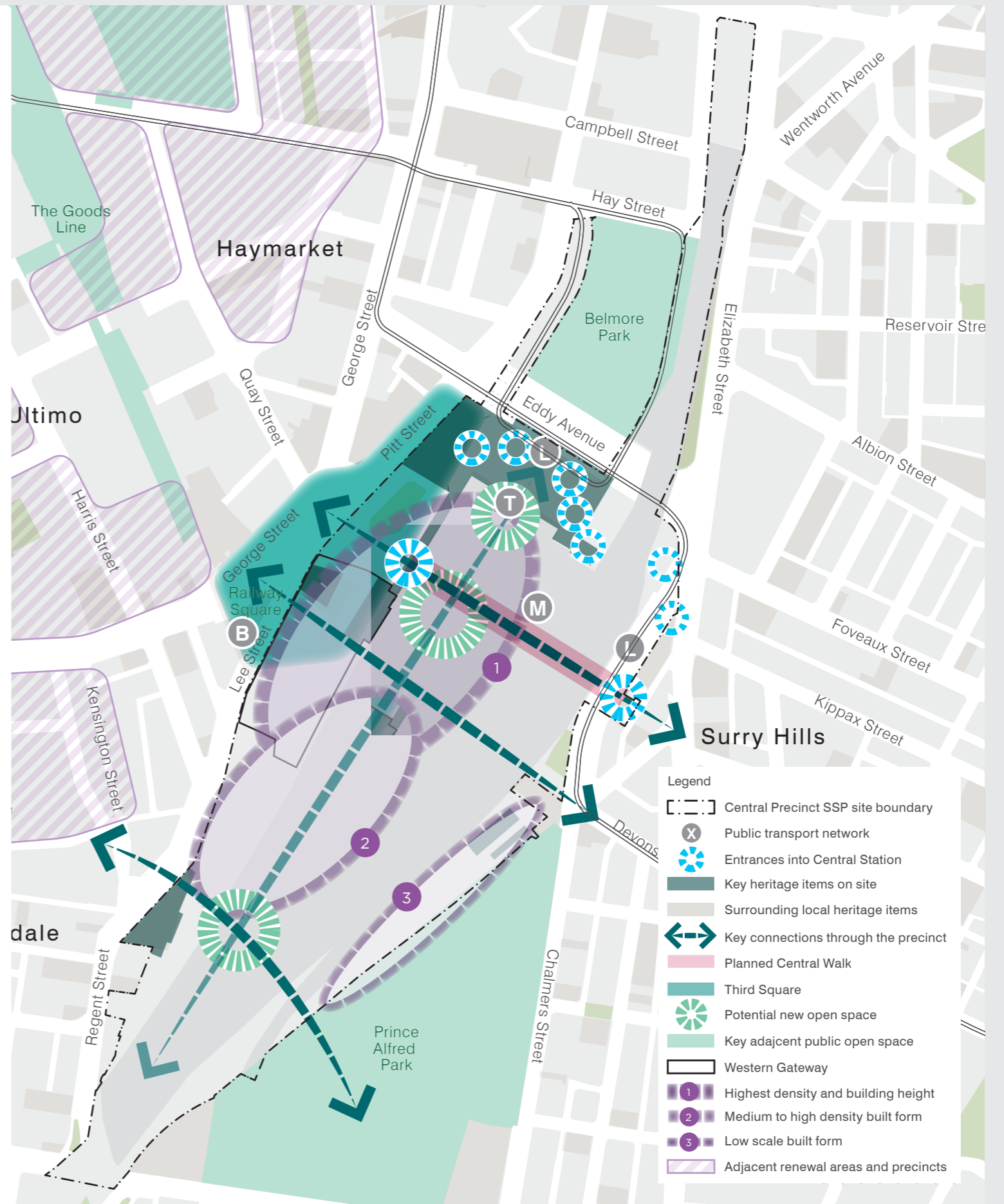
Reconnecting Sydney's dynamic communities of Ultimo, Chippendale, Haymarket, Surry Hills and Redfern



Spice Alley, Chippendale

## Renewal opportunities

- Build on Central Station's civic and transport role as the principal transport interchange in Sydney.
- Improve access and circulation through Central Station, as well as provide pedestrian and bicycle cross connections through the precinct.
- Improve the northern front door to Central Station, better integrating heritage, park and connections.
- Capitalise on the change in levels to create a multi-layered experience to the public domain and different vantage points of the surrounding city.
- Enable the creation of a new public space for Sydney, the 'Third Square', situated at the entrance to the new Central Walk and at the heart of southern Central Sydney.
- Provide a network of new and enhanced open spaces linked by green connections.
- Establish a context-responsive design approach that achieves a balanced distribution of height, density and scale. Ensure that future built form sensitively interfaces with key heritage items.
- Create a focal point for the precinct located around the Western Gateway and northern portion of the railyards to generate enough critical mass with the right amount of workers and visitors combined with a mix of uses to create a vibrant precinct.
- Retain amenity to surrounding parks, particularly Prince Alfred Park. Sun Access Planes (SAPs) will reduce overshadowing to open space at key times of the day and year.
- Reveal and celebrate the unique architectural and cultural heritage of Central Precinct through adaptive reuse and interpretation, including the Sydney Terminal building, Mortuary Station, former Parcels Post Office Building and Inwards Parcels Shed.





Granary Square, London (Photo: John Sturrock)





# Part 2

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## Central Precinct Vision

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This section describes the key themes, planning priorities and design principles for achieving the vision for Central Precinct

## The vision for Central Precinct

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



Pancras Plaza, London (Photo: John Sturrock)

# Planning priorities

To help realise the vision of Central Precinct and the desired local character of the sub-precincts, the following planning priorities have been developed and are grouped into five key themes. The urban and strategic planning context described in Part 1 has informed these.



## Place and destination

- Unite the city by reconnecting with the surrounding suburbs
- Shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity
- Deliver a precinct which responds to its urban context and embeds design excellence
- Improve existing and providing additional connected public space in the precinct of high environmental amenity and comfort
- Protect and celebrate the Precinct's heritage values
- Create a people focussed precinct through a focus on public transport, cycling and walkability
- Facilitate the precinct's focus on transport and economic diversity in tourism and across commercial sectors including office, business and retail.



## People and community

- Design public spaces that promote health, equality and well-being
- Promote social cohesion by providing spaces for gathering, connection, exchange, opportunity and cultural expression
- Honour and celebrate the cultural heritage and identity of the Precinct's past and present Aboriginal community
- Create a safe and intuitive precinct that promotes social access and inclusion
- Support programs and initiatives that benefit communities and people
- Create a precinct that responds to the current and future needs of transport customers, workers, residents and visitors, including those of the broader local community.



## Mobility and access

- Provide a world class, integrated and seamless transport interchange
- Maintain the precinct's role as NSW's main transport interchange
- Improve the transport customer experience, including wayfinding, pedestrian flows and interchange between different transport modes
- Facilitate and enhancing connections within and towards key locations in southern Central Sydney
- Deliver a people focussed precinct that is walkable, well connected, safe and puts people first
- Design infrastructure that will adapt to future changes in transport and mobility.



## Economy and innovation

- Advance Sydney's status as a global city
- Support the creation of jobs and economic growth including new and emerging industries such as innovation and technology and explore the provision of space for cultural and creative uses and start-ups
- Provide an active and diverse commercial hub with a rich network of complementary uses that nurture and support business
- Support both the day and night economies of the precinct through diverse complementary uses, promoting liveability and productivity
- Foster collaboration between major institutions in the precinct including transport, education, health and business
- Create a smart precinct that incorporates digital infrastructure to support research and innovation.



## Sustainability

- Take a whole-of-life approach to sustainability through planning, design, construction and ongoing precinct management
- Maximise resource efficiency to contribute to net zero emissions by 2050
- Strengthen the precinct's resilience to urban hazards such as wind, air quality and noise and potential shocks and stresses, including climate change
- Enabling positive social and community outcomes including through promotion of a healthy community, high levels of amenity and social workforce opportunities
- Enhancing biodiversity through the greening of public and private spaces and increasing tree canopy coverage
- Embed sustainable procurement throughout the precinct's development, activities and uses.

# Design principles

Building on the planning priorities, the following design principles provide an initial look at what could be achieved through the renewal of Central Precinct and will need to be further investigated as part of the SSP process. The Design Principles will likely change and evolve over time to respond to detailed site analysis and impact assessment.

## Public domain and open space

### 1 Enable the creation of a new public space for Sydney situated at the heart of southern Central Sydney

The Western Forecourt, Henry Deane Plaza and Railway Square will be redefined and enhanced to form a new significant public open space that will create a major civic and community destination for southern Central Sydney.

Situated at an important pedestrian junction, the new square will enable the provision of new and activated spaces for people, as well as provide high-amenity connections to key attractions. It will contribute to realising the City of Sydney's vision of the Three Squares linking Central, Town Hall and Circular Quay along the George Street spine.

### 2 Contribute to public domain and open space network through new and enhanced open space linked by green connections

A network of parks, plazas, streets and lanes within Central Precinct will create a diverse and walkable open space network that provides for a variety of activities and uses that connect to the surrounding villages. Public space and streets are underpinned by the overarching principle of being 'open to the sky', provide high levels of amenity, be connected and easy to navigate and be accessible to all, and provide important view corridors to key heritage and other landmarks.

The opportunity for new open space over the railway corridor provides a balance to potential future built form and ensures that the amount of open space aligns with the needs of the existing and future population. New open space will target the achievement of the strategies and performance outcomes within the draft Greener Places guide.

### 3 Improve biodiversity and reduce urban heat

Informed by the draft Greener Places Design Guide (Government Architect NSW) green open space, tree-lined streets and landscaping will build on the surrounding 'green' assets such as Prince Alfred Park and Belmore Park. Key considerations will be to increase tree canopy coverage, encourage habitat, improve biodiversity and reduce urban heat and wellbeing outcomes.

## Connections and mobility

### 4 Reinforce Central as the main public transport interchange of Sydney

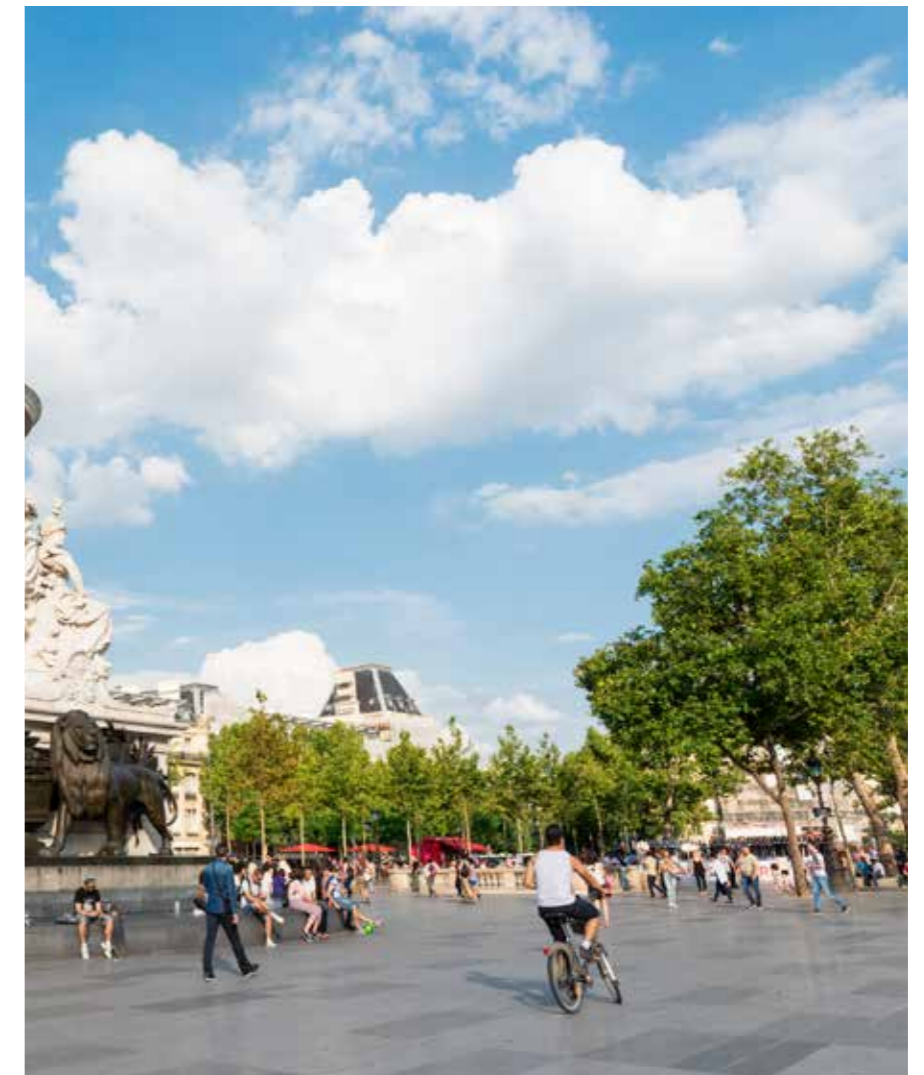
Central Station will be recognised as a world-class public transport interchange and facilitate interchange with other modes of transport such as the future Sydney Metro and CBD and South East Light Rail, existing bus and light rail services and active transport.

The potential extension of Central Walk to the west will improve access to Central Station and provide safe, efficient and convenient connections between the station and its surrounds. An improved pedestrian and transport interchange environment will be provided through improved entry, access and wayfinding, as well as alleviating pedestrian congestion.

### 5 Reconnect the precinct into its surrounds

Multiple cross-corridor connections aligned with the surrounding street network will improve pedestrian and cycle connections through the precinct, and provide variety and choice.

A key east-west link over the tracks along the Devonshire Street alignment will create a much needed connection between Surry Hills and Ultimo/Haymarket. This will be supported by other pedestrian east-west and north-south cross corridor connections.



Place de la République, Paris

## Design principles

### Built form and heritage

- 6 Establish a context-responsive built form approach that achieves a balanced distribution of height, density and scale**  
Potential development over the rail corridor and at the edges of Central Precinct will enable the creation of a vibrant precinct that supports the aspirations for the growing southern Central Sydney and Tech Central. This will provide for employment opportunities as well as retail, dining and entertainment venues.

Future built form will respond to the existing varying built form and local character at the site's adjacencies. The potential block pattern will reflect the intricate urban grain of the surrounding area to enable consistency with scale and grain of the rest of the city. Height and density will be located in appropriate places, balanced by sufficient open space, good quality streets and connections. Particular consideration will be given to built form in appropriate locations that builds on the vibrant and diverse mix of businesses and uses that serve the local community.

Potential development over the rail corridor is subject to technical feasibility and will not compromise rail operations.

- 7 Retain amenity to the public domain**  
Ensure that any proposed built form does not reduce the amenity of existing public open space, particularly Prince Alfred Park to the southeast of the precinct. Any future development should be limited to comply with the Sun Access Plane (SAP) controls to Prince Alfred Park to limit overshadowing as outlined in the Draft Central Sydney Planning Strategy.

- 8 Celebrate the unique architectural and cultural heritage of Central Precinct through conservation, adaptive reuse and interpretation**  
Reinforce the iconic architecture of the Sydney Terminal Building, former Parcels Post Office and Mortuary Station as important and defining character elements in the Precinct.

There is the opportunity to unlock, reveal and adaptively reuse the Sydney Terminal building and other key heritage items for retail and active uses or community uses.

The rich Aboriginal heritage and culture of the area can be explored and presented through an integration of key values and narratives in the landscaping, built forms, public spaces, public art and interpretation.

The history of Central Precinct and the surrounding areas as well as the industrial heritage significance of the rail infrastructure will be explored through various mediums.

- 9 Ensure that future development sensitively interfaces with existing key heritage and conservation items**  
Both public domain and built form combine to create interfaces with heritage. However, the siting, scale and form of buildings has a particular relationship with heritage items. On this basis, establish a sensitive built form response to heritage interfaces, including retaining a sufficient heritage curtilage and separation to potential future development, visual connections to key heritage items and achievement of design excellence.

Preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower. Retain a key heritage view corridor along the Devonshire Street alignment towards the Marcus Clark TAFE tower.



Loftus Street, Sydney (Photo: Hans Georg Esch)

## Design principles

### Sustainability

#### 10 **Develop a holistic approach to sustainability that achieves environmental, social and economic outcomes**

Central Precinct will seek to achieve optimal environmental, social and economic outcomes through all aspects of Central Precinct's planning, design, procurement, development and operational stages. This will apply to both the transport infrastructure and services and the wider precinct land use and development.

Central Precinct will embed best practice standards and create a low impact precinct. It will seek to use local and renewable energy and water sources and aim to be water positive. It will improve resource efficiencies and reduce the generation of waste and greenhouse gases, striving to achieve net zero carbon emissions in line with the NSW Government's target.

New and enhanced green spaces and landscaping will be used to reduce urban heat and make it more resilient to the impacts of climate change. This will allow Central Precinct to be more pedestrian friendly and provide important community spaces for social cohesion.

Existing social inequities will be addressed through the creation of community spaces and facilities, a diversity of employment opportunities and social procurement.

Private vehicle use will be discouraged by promoting the use of public and active transport.

### Design excellence

#### 11 **Implement best practice processes to ensure design excellence**

The nature and vision of Central Precinct requires a tailored and multi-layered approach to design excellence. This will ensure innovative, sustainable and sophisticated design solutions that recognise the complexity of renewal of Central Precinct which will involve multiple development phases over a long period of time.

The guidance of Government Architect NSW and the City of Sydney's Design Excellence policies and requirements will be embedded in the renewal of Central Precinct.

Development of Central Precinct will need to demonstrate and achieve design excellence through one of the following means:

- undertaking and completing a competitive design process in accordance with the City of Sydney's Competitive Design Policy, or
- undertaking and completing a design excellence process that has been agreed with the Government Architect NSW.

The Central Precinct of the future will be pleasing and functional, promote liveability and productivity and foster wellbeing in the people that use it.



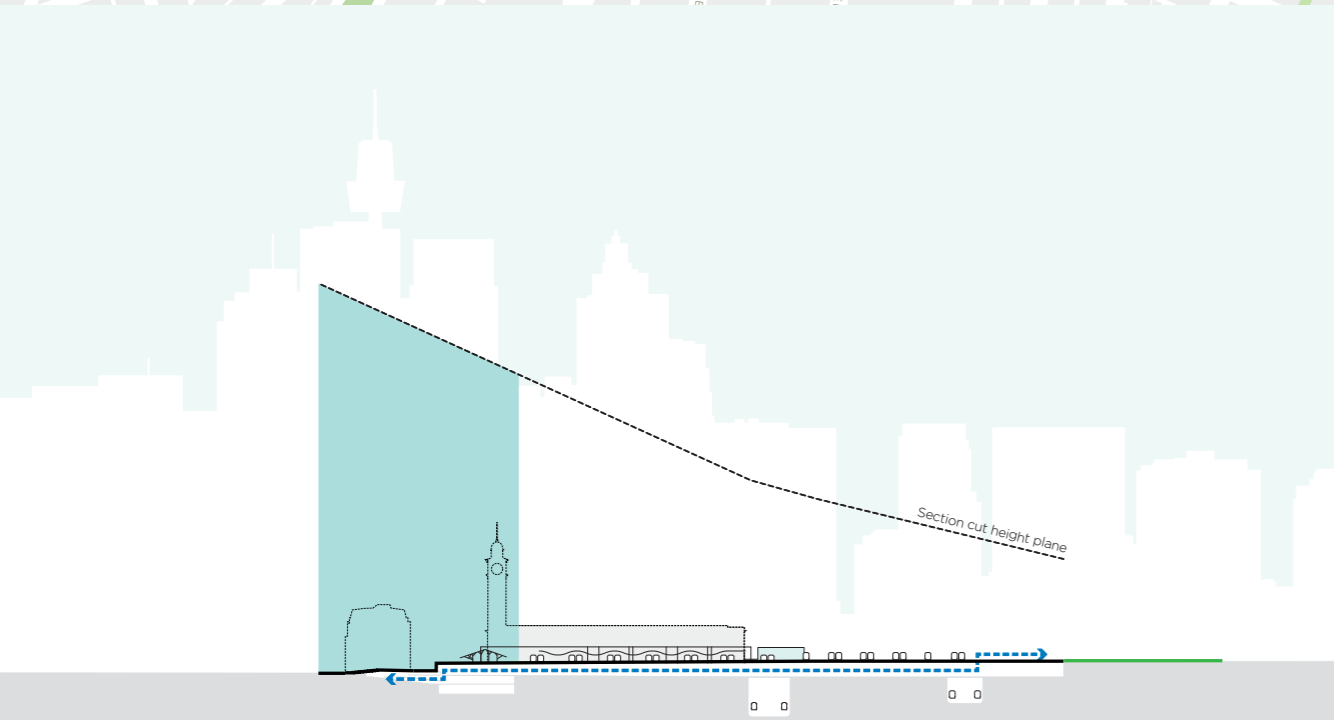
Central Park, Chippendale

## Renewal options for Central Precinct

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The Strategic Framework puts forward a number of precinct renewal options which have been evaluated against the objectives of Central Precinct Renewal. The strengths and weaknesses of these options are summarised in this document, focussing on how they would deliver outcomes for customers, businesses and the community.





■ Potential areas of development including solar height plane  
■ Central Walk

## Renewal options for Central Precinct

### Option A Station upgrade

Option A is focussed on transport customers and would see the station infrastructure upgraded and modernised to meet the needs of a global city. Option A also involves the revitalisation of land, not needed for rail operations, in the Western Gateway sub precinct.

Specifically, Option A consists of: the western extension of Central Walk under platforms 1 to 14 to connect all platforms and the Sydney Metro concourse; other minor upgrades to platforms; the refurbishment of Devonshire Street Tunnel and improving the wayfinding and accessibility of the station.

In the Western Gateway sub-precinct, Option A would see the revitalisation of non-operational rail land which is currently leased to a range of businesses.

#### Strengths

##### Built form and heritage

- All new buildings will comply with the sun access plan controls in the Draft Central Sydney Planning Strategy, protecting the amenity of Prince Alfred Park.
- The revitalisation of the Sydney Terminal building will celebrate the heritage of this significant landmark and have minimal impact on the heritage view corridors.

##### Connections and mobility

- Option A provides an improved customer experience through the extension of Central Walk.
- It also caters for future needs of transport customers by reinforcing Central as one of the main public transport interchanges in Sydney.

##### Technical Feasibility

- There are no significant technical constraints associated with the station upgrade or with the Western Gateway development as it is limited to non-operational rail land.

#### Weaknesses

##### Public domain and open space

- Confined to the station upgrade and Western Gateway Precinct, Option A has limited opportunity to renew the public domain and create new and walkable open space.

##### Connections and mobility

- The extension of Central Walk to the West improves station access, but is limited in reconnecting the precinct into its surrounds.

##### Built form and heritage

- Option A focusses on upgrading the Station and has limited opportunity to significantly adaptively reuse the broader Sydney Terminal building.

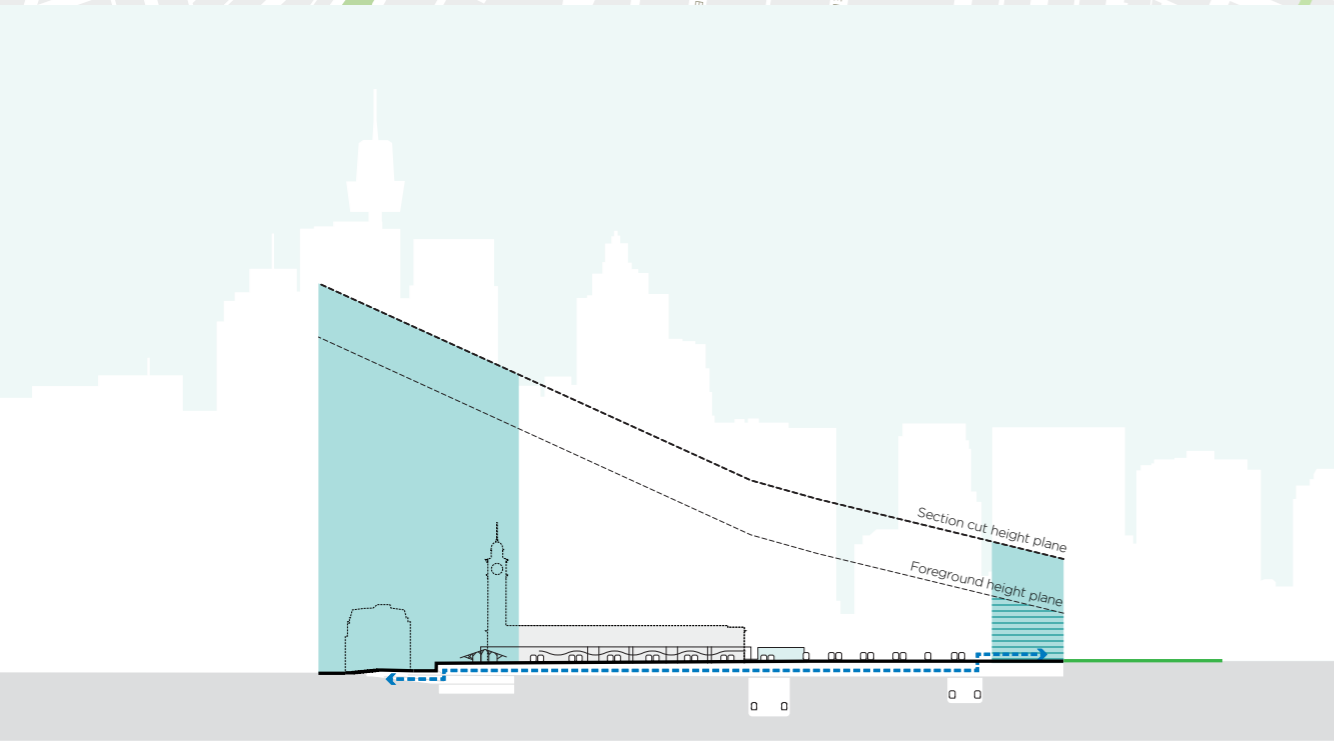
##### Sustainability

- Option A provides limited opportunities to:
  - enhance biodiversity and greening of spaces and reduce urban heat
  - deliver positive social and community outcomes
  - create a low impact precinct
  - create community spaces

##### Technical Feasibility

- Central Walk construction potentially creates an area of temporary congestion around Railway Square.





Potential areas of development including solar height plane  
Central Walk

## Renewal options for Central Precinct

### Option B Light precinct renewal

Option B comprises a broader station upgrade, enabling an opportunity to celebrate the heritage of the station terminal building. This Option also includes the renewal of the Eddy Avenue Plaza and the Grand Concourse. Option B includes revitalisation of non-operational rail land in the Western Gateway sub precinct.

Option B consists of: the western extension of Central Walk under platforms 1 to 14 to connect all platforms and the Sydney Metro concourse; the upgrade of platforms 1 to 14; the refurbishment of the Devonshire Street Tunnel; better wayfinding and accessibility throughout the station; upgrades to Eddy Avenue Plaza and Grand Concourse retail and adaptive reuse of existing heritage assets and the creation of new open space.

#### Strengths

##### Built form and heritage

- Enables the celebration of Central's history with adaptive reuse of heritage items, including the main terminal building.
- The Sydney Terminal Building will be opened up to provide customers with new services, a better travel experience, and new open areas.
- The renewal will celebrate the heritage of the Sydney Terminal Building.

##### Public domain and open space

- New open space that acts as a community-focussed destination will be created at the Western Gateway sub-precinct.
- This enhanced public open space will support the job of the future which will be created by the development at the Western Gateway. It will also contribute to realising the City of Sydney's vision for the third square.

##### Connections and mobility

- Option B will deliver significant improvements for customers. This will include the upgrading of platforms, improving access to the station and revitalised public spaces with new shops and services.

##### Technical Feasibility

- There are no significant technical constraints associated with the station upgrade or with the Western Gateway development as it is limited to non-operational rail land.

#### Weaknesses

##### Connections and mobility

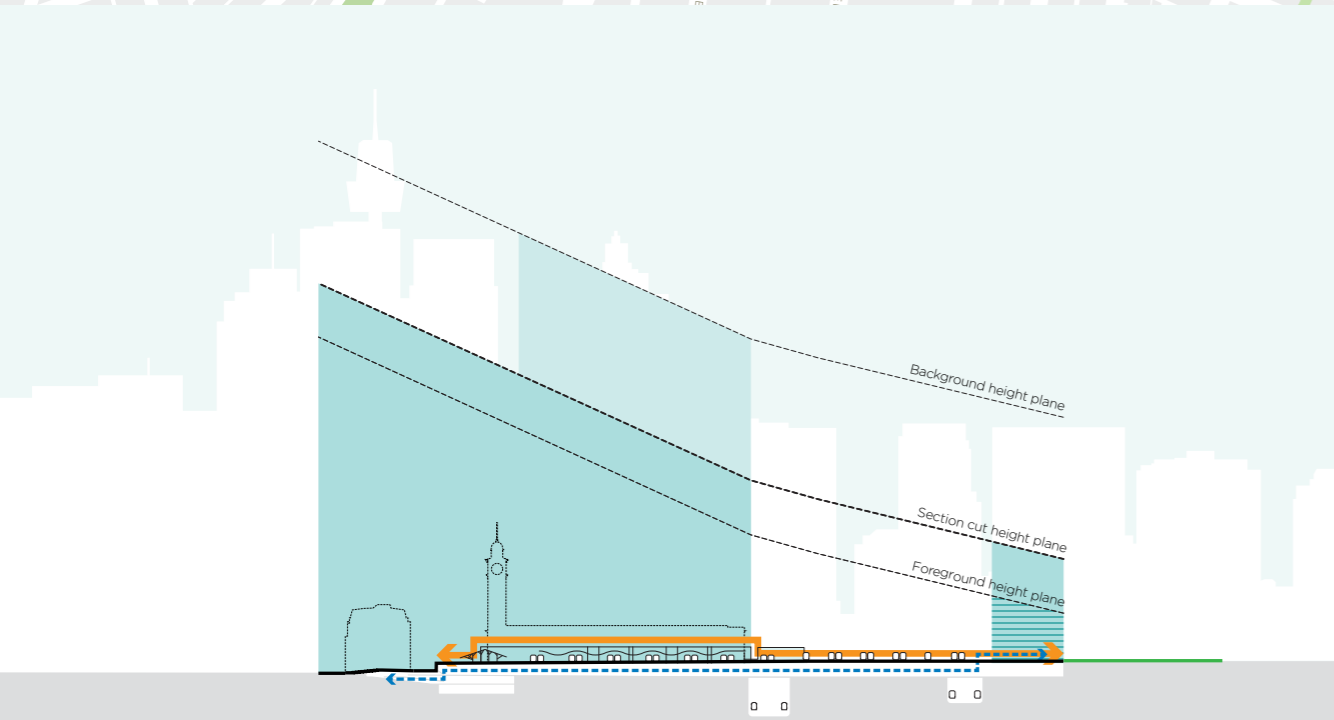
- While creating some improvements, Option B is limited in reconnecting the precinct with its surrounds.

##### Sustainability

- Limited opportunity for landscaping and creating 'green' assets that reduce urban heat and biodiversity.

##### Technical Feasibility

- Central Walk construction creates a potential area of congestion around Railway Square.



## Renewal options for Central Precinct

### Option C Precinct renewal

A broader precinct renewal with a revitalised transport interchange. Option C would unlock space above platforms 1 to 14, providing important spaces to support the jobs of the future. It would also create exciting new public spaces and celebrate the iconic Sydney Terminal Building by adaptive reuse.

The renewal consists of: the western extension of Central Walk under platforms 1 to 14 to connect all platforms and the Sydney Metro concourse; the upgrade of platforms 1 to 14; the refurbishment of the Devonshire Street Tunnel; better wayfinding and accessibility throughout the station; upgrades to Eddy Avenue Plaza and Grand Concourse retail and adaptive reuse of existing heritage assets, the creation of new open space and the rebuilding of platforms 1 to 14 and tracks to a new alignment and associated rail systems.

#### Strengths

##### Connections and mobility

- Additional cross-corridor pedestrian and bicycle connections that align with the surrounding street network greatly improve the intuitiveness and connectivity to the precinct and to surrounding suburbs.
- Four new pedestrian connections over the suburban rail lines improves access to the station and interchange between modes.

##### Public domain and open space

- Greater opportunities for new community-focussed open spaces over the existing Sydney rail yards
- Through-precinct links across the rail corridor and new public spaces will provide important connections between business, education, health and cultural institutions, fostering collaboration and innovation.

##### Built form and heritage

- Unlocking space over the Intercity and Regional train platforms and around the edges of the precinct promotes a vibrant and diverse precinct and a world-class transport interchange.
- A range of building forms and heights to support the employment spaces required for the jobs of the future and anchor Tech Central and the range of uses this will bring.

##### Sustainability

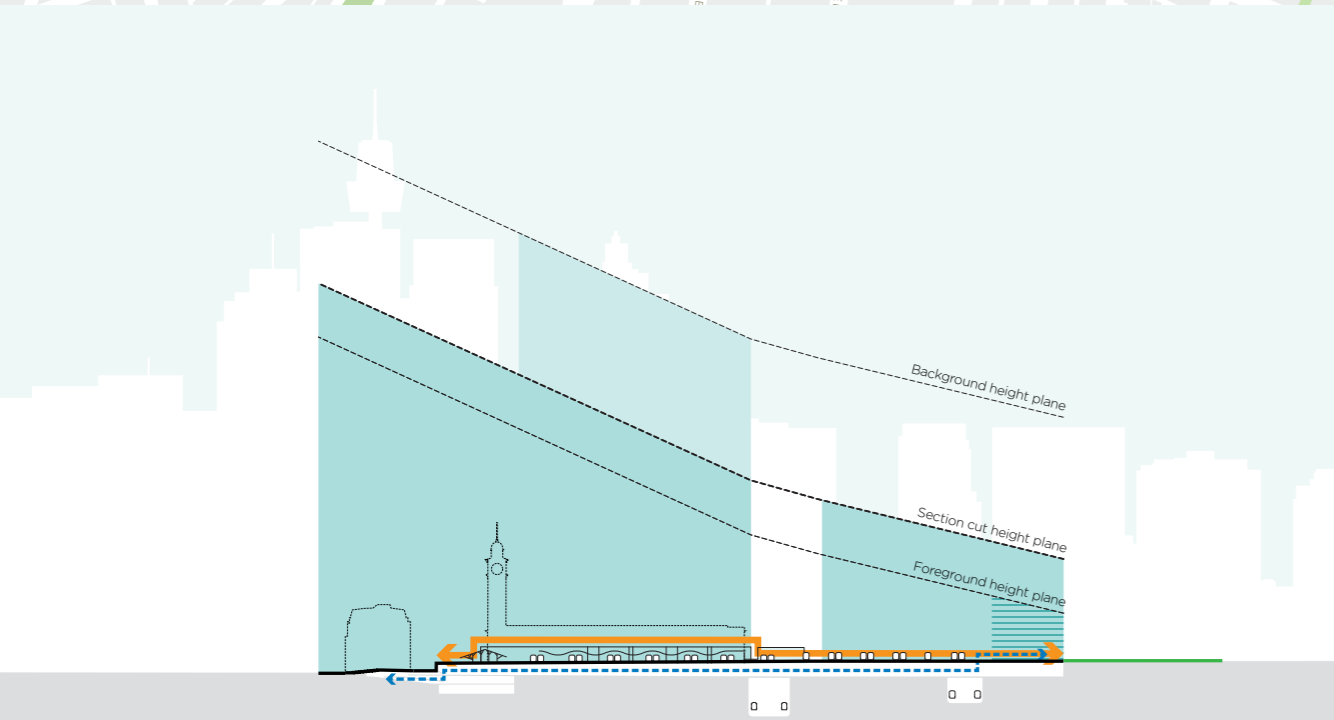
- New and enhanced green spaces and landscaping will be used to reduce urban heat and make it more resilient to the impacts of climate change. This will allow the Central Precinct to be pedestrian-friendly and provide important community spaces.

##### Technical Feasibility

- Limiting over station development to above the Intercity and Regional train platforms only ensures there are fewer structural feasibility limitations for taller buildings, which would provide critical employment space and social infrastructure to support the community.

#### Weaknesses

- While still providing improved connectivity to surrounding areas and a revitalised Central Precinct, Option C does not include over station development and open space over the suburban lines which would reduce opportunities for east-west connectivity across Central Precinct.



■ Potential areas of development including solar height plane  
■ Central Walk  
■ New East West connection enabled by OSD

## Renewal options for Central Precinct

### Option D Full precinct renewal

A full precinct renewal would include major development over both operational and non-operational rail land, including platforms 1 to 14 and suburban railway tracks and platforms 15 to 24.

The renewal consists of: the western extension of Central Walk under platforms 1 to 14 to connect all platforms and the Sydney Metro concourse; the refurbishment of the Devonshire Street Tunnel; better wayfinding and accessibility throughout the station; upgrades to Eddy Avenue Plaza and Grand Concourse retail and adaptive reuse of existing heritage assets.

Option D would include additional works over the suburban platforms and rail corridor for over-rail development and creation of open space over the entire rail corridor.

#### Strengths

##### Public domain and open space

- Development over the full Central Precinct provides the greatest potential for new public spaces, improving the amenity across the whole of the Central Precinct through to Cleveland Street.

##### Connections and mobility

- Provides the greatest connectivity opportunities to the suburbs surrounding the Central Precinct. Communities on either side of the rail corridor will be directly connected for the first time since the Central Station was built.

##### Sustainability

- Provides the potential for the largest area of green spaces to enhance biodiversity, mitigate urban heat and improve resilience to climate change.

##### Technical Feasibility

- Technical matters are discussed in weaknesses.

#### Weaknesses

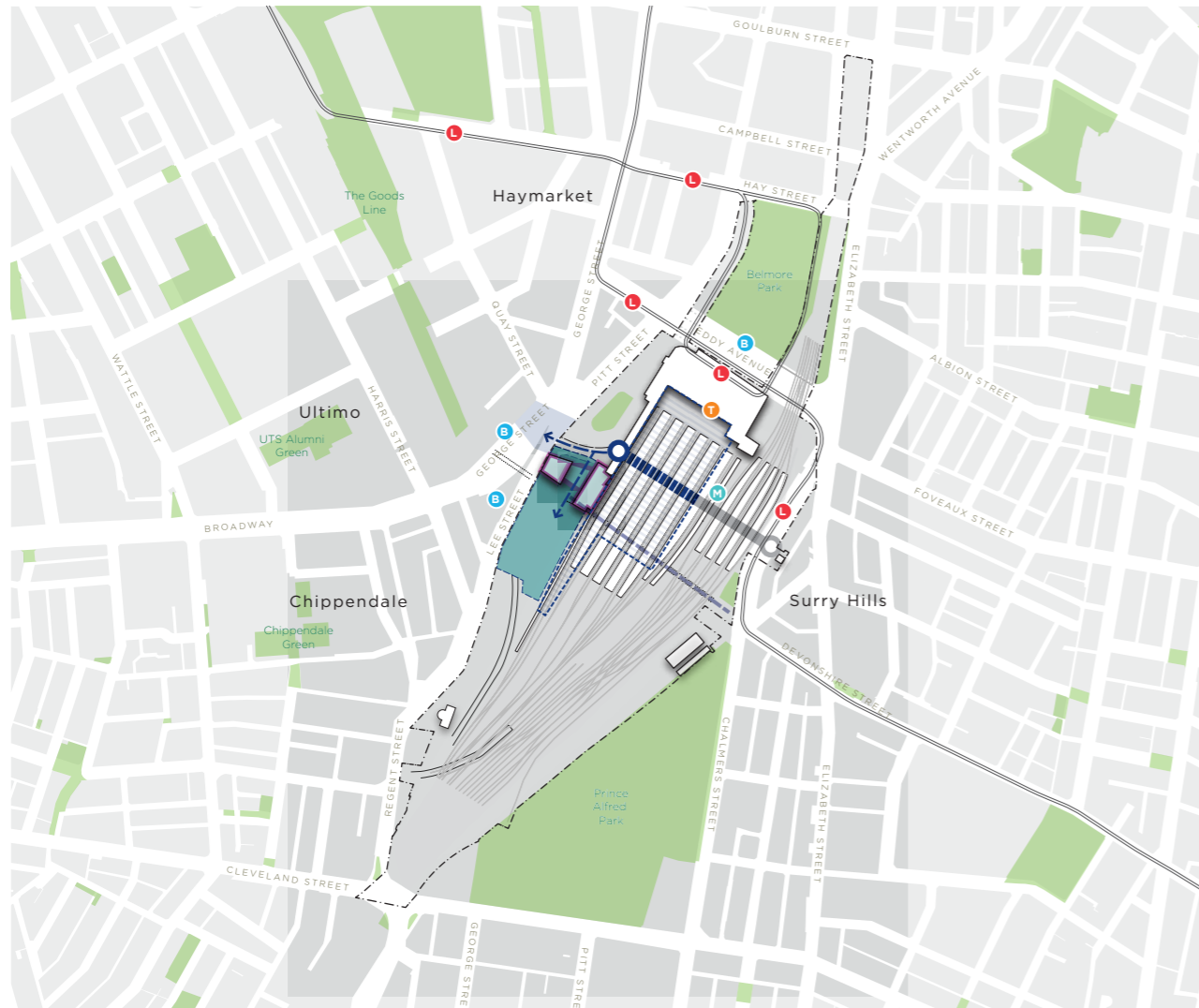
##### Built form and heritage

- Option D would have the greatest impact on the heritage of Central Station and surrounds, notwithstanding an absolute commitment from Transport for NSW to respect the precinct's heritage to the maximum extent possible.

##### Technical Feasibility

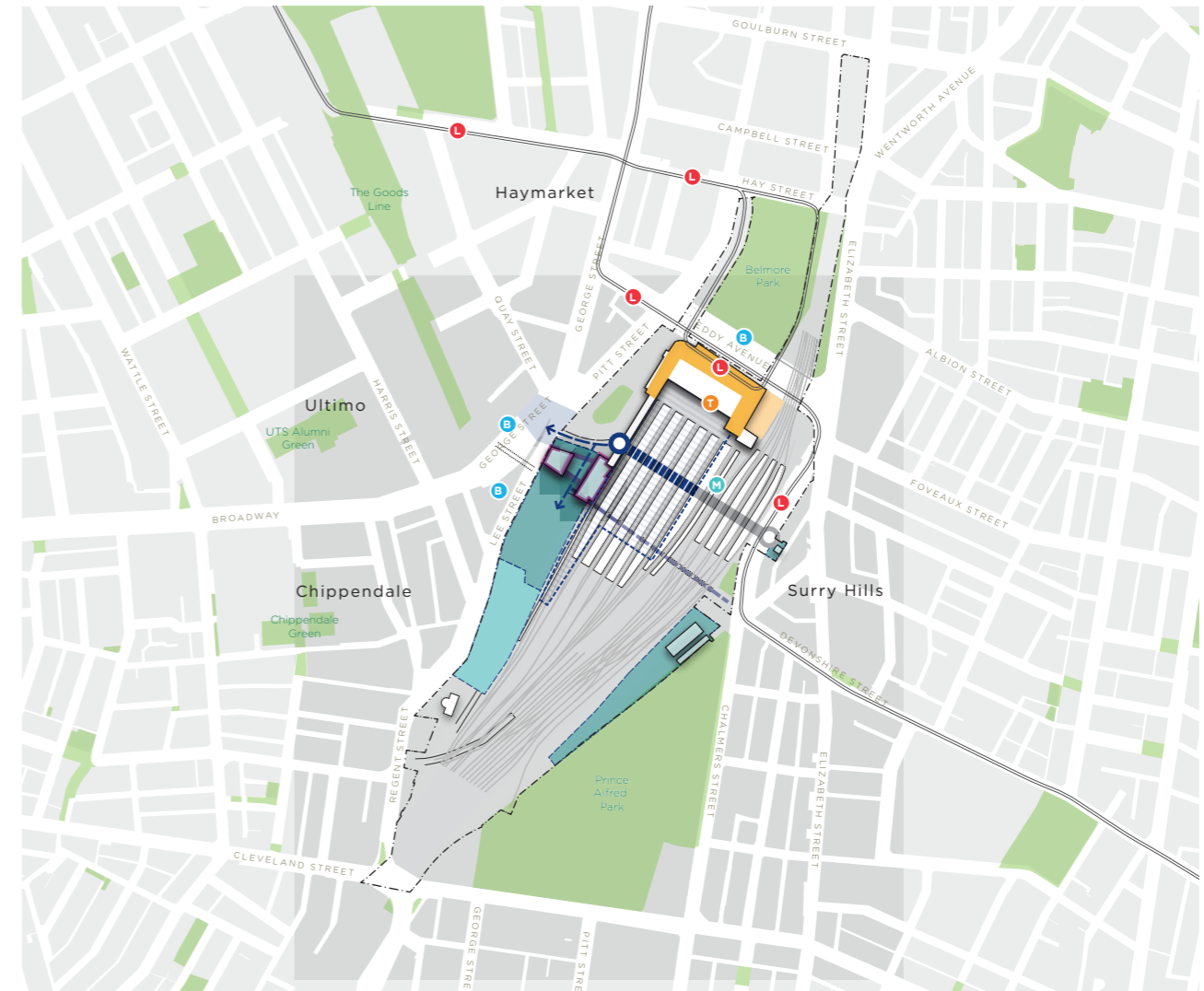
- Option D would be the most technically complex of all the options.
- Few cities around the world have been able to achieve large scale building over rail corridors as a result of constructability constraints, including limited space for structural piles as a result of underground tunnels and operational rail corridors.
- Bradfield Flying Junctions require additional height to allow for trains to pass underneath, which increases the overall height of the structures in this area.
- Servicing access to new buildings is not possible due to restrictions around tunnelling under rail lines and railway tunnels.

## Renewal options summary



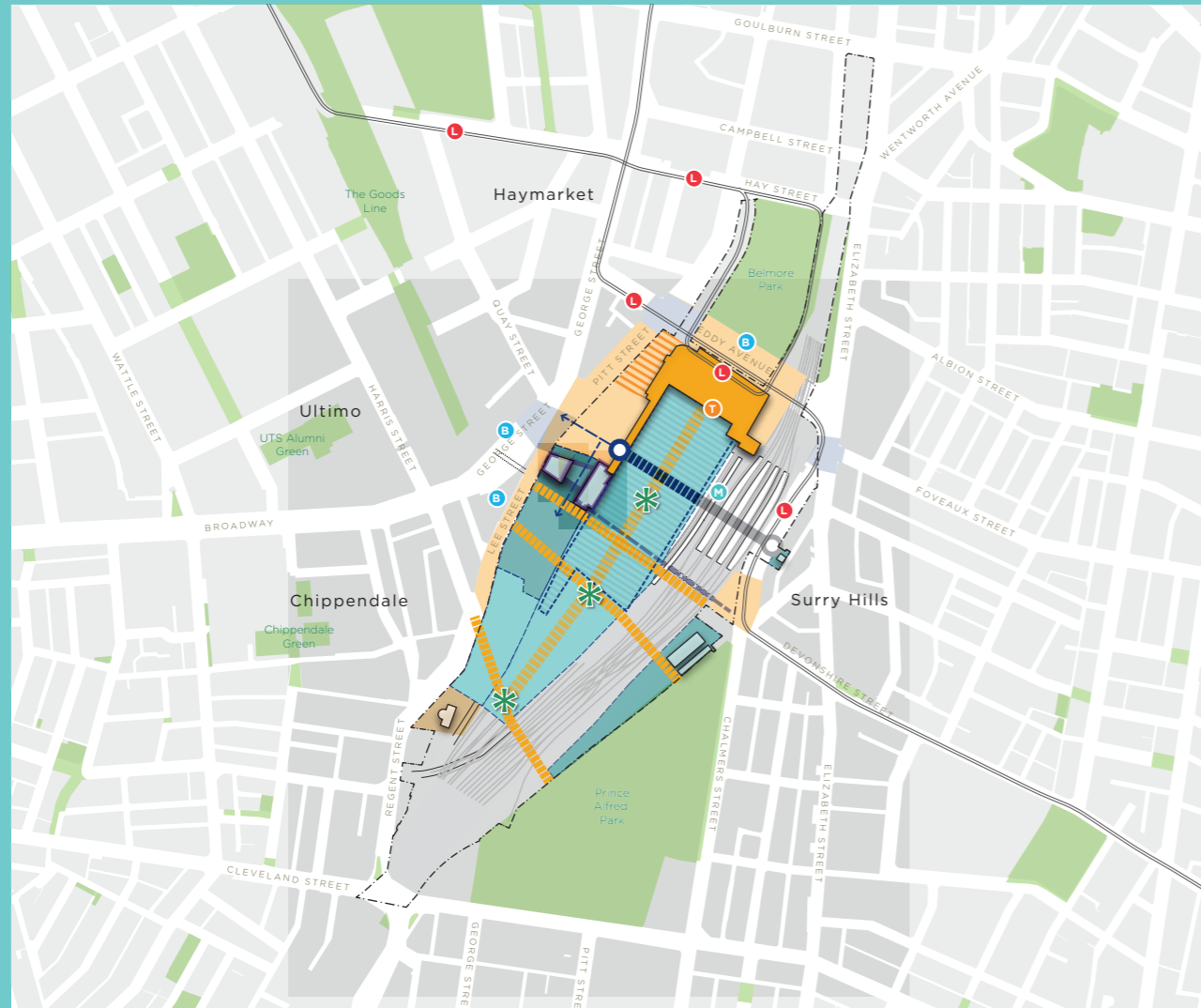
### Option A Station upgrade

A targeted station upgrade focussed on transport customers, with upgrades to station infrastructure, amenities and wayfinding will provide limited renewal improvements to the surrounding areas and minimal opportunities to connect the surrounding neighbourhoods.



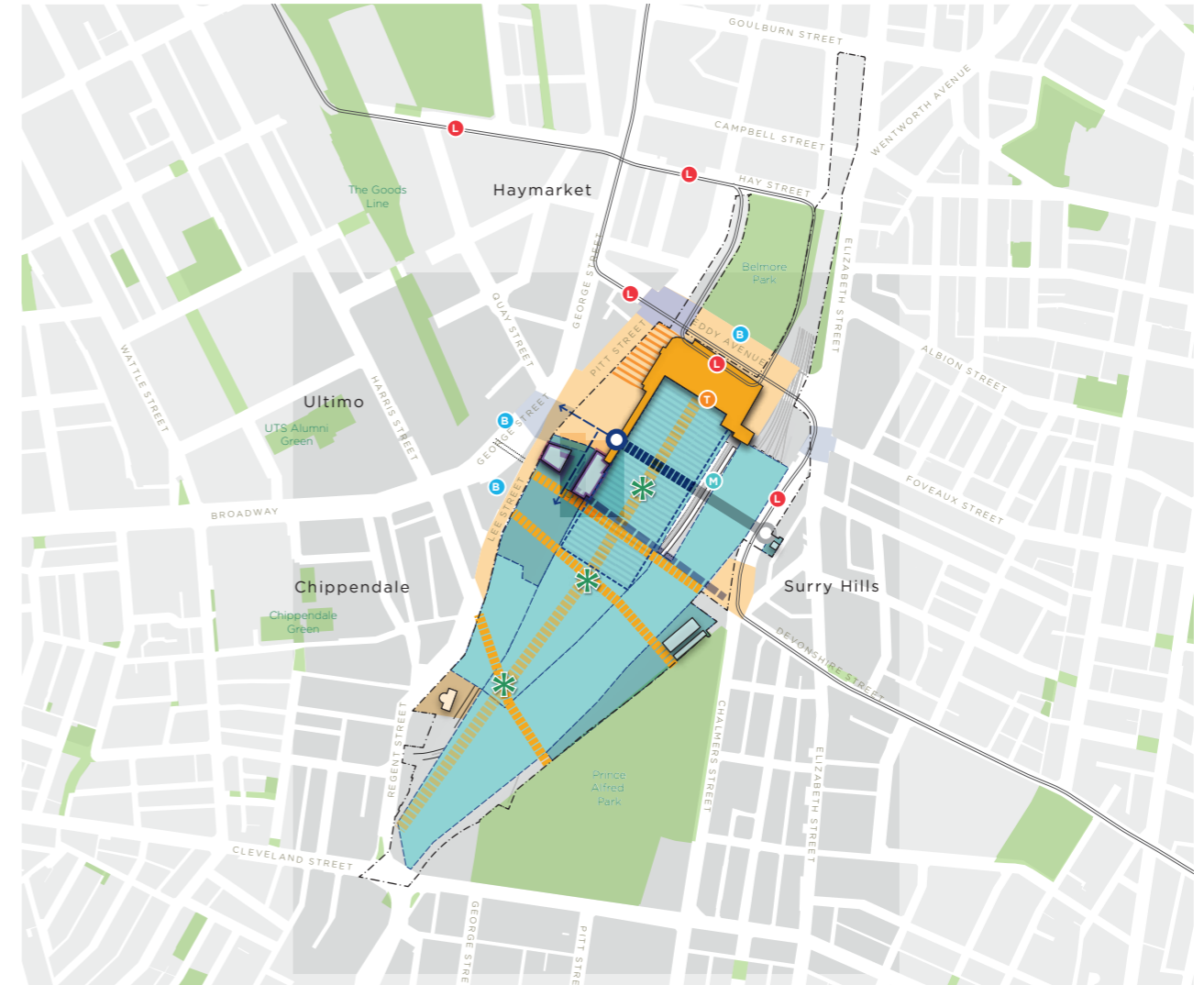
### Option B Light precinct renewal

A broader upgrade of station infrastructure, amenities and wayfinding enables the celebration of the heritage listed terminal building. This option would, however, provide limited renewal of land around the precinct edges, urban realm improvements and cross corridor connectivity.



### Option C Precinct renewal

A targeted precinct renewal provides a holistic outcome for the community with public domain and station improvements. It would celebrate heritage buildings by adaptive reuse, and over station and mixed use development would enable new connections to the surrounding neighbourhoods that will be activated day and night.



### Option D Full precinct renewal

A full precinct renewal would maximise development and over station connections however the viability of this option is reduced by technical and operational constraints and the impact to the heritage Bradfield Flying Junctions.



# Part 3

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## Central Precinct sub-precincts

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This section describes the future character statements for the sub-precincts

# Sub-precincts overview

## Place, character and precincts

Sydney is comprised of a rich variety of communities, each with their own local character. The area surrounding Central Precinct is no different as it includes the varied mixed-use neighbourhood of Surry Hills, the intimately scaled terrace rows of Chippendale and the vibrant diversity of Haymarket. Character is comprised of the way in which important features of an area, including buildings, streets and parks, come together.

Places, local character and variety are key elements of successful cities and the Strategic Framework looks to build on this by setting out a plan for renewing Central Precinct that:

- responds to the built form and local character of surrounding places
- responds to the challenges, opportunities and unique characteristics of particular parts of Central Precinct
- promotes future variety of use and urban form.

## What makes a sub-precinct?

Each of the sub-precincts has been created and defined taking into consideration:

- **Local character:** drawing on the character of surrounding places, including their built form, streets and landscapes
- **Heritage:** using existing heritage buildings and items as visual markers and important streetscape elements that define sub-precinct character and identity
- **Operational requirements:** responding to existing rail and other infrastructure including the existing Sydney Terminal building, substations, rail yards and other key planned and existing infrastructure

- **Urban form and street network:** using the existing built form and street network as a way of creating logical and clear connections into the surrounding urban setting that forms the edges of sub-precincts

- **Natural boundaries:** responding to topography and landform as a natural means of defining different areas, for instance as Central Precinct's relationship to Prince Alfred Park and Belmore Park, the sloping terrain of Surry Hills, the valley along Hay Street and the ridgeline of Cleveland Street.

## What does the Strategic Framework say about sub-precincts?

For each sub-precinct the Strategic Framework:

- defines its proposed location and boundary
- provides a statement of desired future character
- identifies important features
- highlights the opportunities
- provides a selection of images that illustrate how the sub-precinct may look and feel in the future.

Future development will be guided by this information, and should consider the desired future outcomes for each sub-precinct. It is important to note however that renewal of Central Precinct will occur over a long period of time, and as such the desired future character of these sub-precincts may evolve over time to better respond to changing circumstances.

## Central Precinct's eight sub-precincts

To facilitate the future renewal of Central Precinct to positively respond to the varying character of the surrounding area it has been divided into eight sub-precincts:

1. Central Station
2. Northern OSD
3. Western Gateway
4. Regent Street Sidings
5. Southern OSD
6. Prince Alfred Sidings
7. Eastern Gateway
8. Goulburn Street

While each sub-precinct will be a place with its own distinct character, the sub-precincts will come together to create a coherent, integrated and unified new piece of the city.



## Sub-precincts overview

Sub-precincts plan

Indicative only, for consultation purposes

Central Precinct Strategic Framework

The **Central Station sub-precinct** will draw upon its heritage landmark qualities, reestablish its civic role and provide a world-class public transport interchange. Its Western Forecourt will be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay and linger.

The **Western Gateway sub-precinct** will be a gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings that creates a focal point for the innovation and technology hub.

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

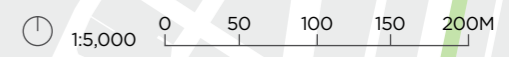
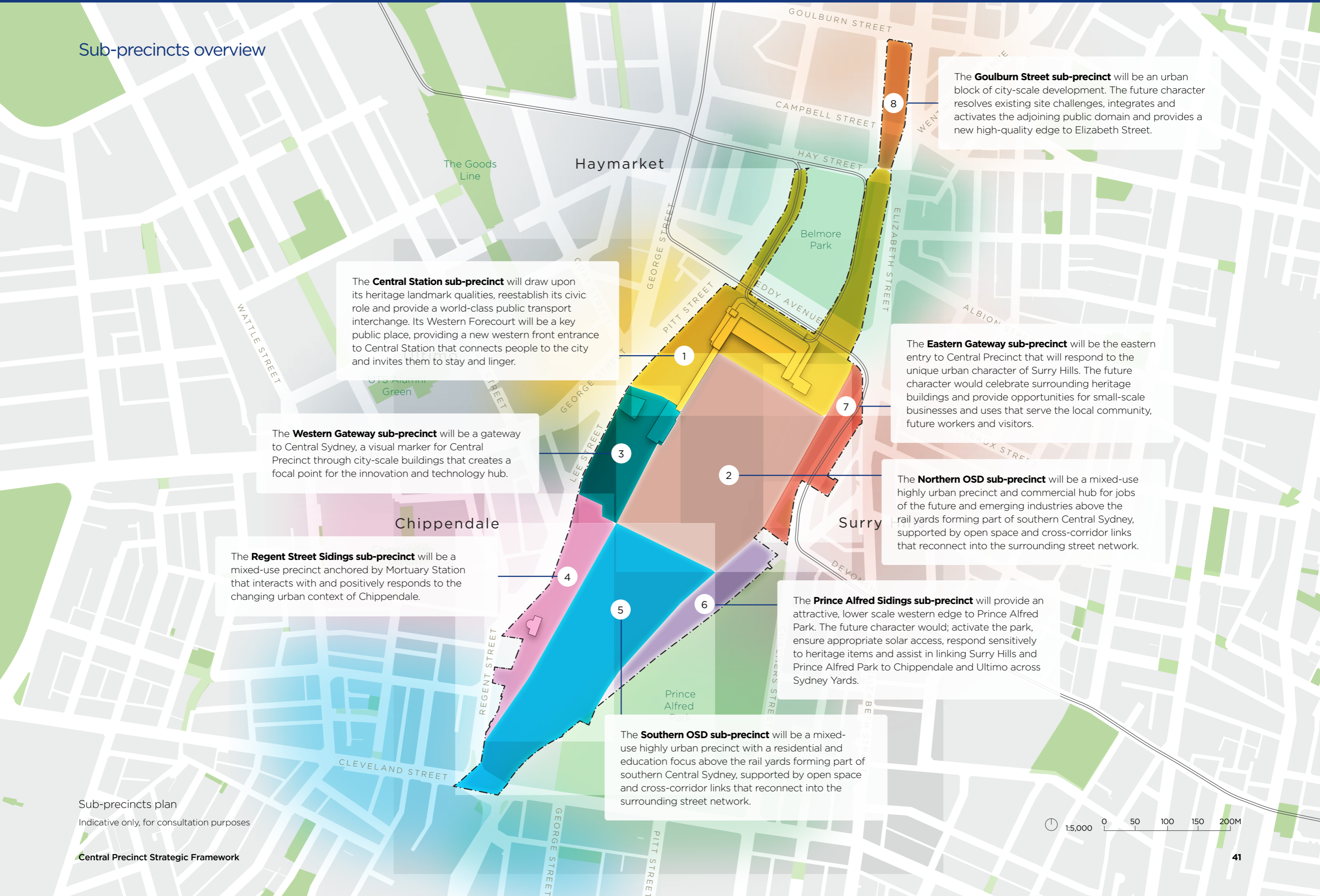
The **Southern OSD sub-precinct** will be a mixed-use highly urban precinct with a residential and education focus above the rail yards forming part of southern Central Sydney, supported by open space and cross-corridor links that reconnect into the surrounding street network.

The **Prince Alfred Sidings sub-precinct** will provide an attractive, lower scale western edge to Prince Alfred Park. The future character would; activate the park, ensure appropriate solar access, respond sensitively to heritage items and assist in linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.

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

The **Eastern Gateway sub-precinct** will be the eastern entry to Central Precinct that will respond to the unique urban character of Surry Hills. The future character would celebrate surrounding heritage buildings and provide opportunities for small-scale businesses and uses that serve the local community, future workers and visitors.

The **Goulburn Street sub-precinct** 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.



## Central Station sub-precinct



The Central Station sub-precinct will draw upon its heritage landmark qualities, reestablish its civic role and provide a world-class public transport interchange. Its Western Forecourt will be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay and linger.

### Central Station sub-precinct today

The Central Station sub-precinct occupies a significant corner at Eddy Avenue and Pitt Street and is characterised by a number of existing heritage features including the landmark iconic Sydney Terminal Building, colonnades and sandstone retaining walls leading up to the Grand Concourse.

The western elevation of Central Station abuts and frames the forecourt while its current elevated position above street level and vehicle dominated environment results in it being poorly activated and disconnected from the adjacent streetscape.

Legibility around entrances and movement is confused. There is a lack of a clear front door address and wayfinding signage is poor.



The landmark iconic heritage clock tower and terminal building of Central Station.



View from Railway Colonnade Drive looking towards Central Station Forecourt.



View looking into the Grand Concourse.

## The opportunity

### Sydney Terminal Building

- Change perceptions of Central Precinct as only a place for transport to that of a major civic asset and landmark destination in Sydney, consistent with that of the great train stations of the world
- Better integrate Central Station with the surrounding public realm by improving key entrance points to the station, reimagining the Eddy Avenue and Pitt Street colonnades, and enhancing the Sydney Terminal Building's interface with Eddy Avenue Plaza, the Grand Concourse and the Western Forecourt
- Reorganise the pedestrian network within the station in a manner that relieves congestion, improves accessibility and wayfinding and enhances the overall customer environment
- Support improved connectivity to and from the interchange to neighbouring educational institutions and creative industries
- Adaptively reuse the Sydney Terminal Building to introduce high quality retail, commercial and community uses that will transform the station into a destination, broadening its function beyond transport
- Restore and enhance the Sydney Terminal Building in a manner that reinforces its role as an orienting device in the city and a defining feature of the unique heritage character of the area.



Celebrate Central Station as a heritage landmark. Potential for adaptive reuse for more public uses including retail and cultural uses.

Central Station, Sydney



Improve clarity of entries, access and wayfinding and legibility of public spaces.

Grand Central Station, New York



Reveal heritage to create unique destination experiences

Coal Drops Yard, Kings Cross, London

## The opportunity

### Western Forecourt

- Create a new focal point that will activate and energise this part of the city and draw people into the broader Central Precinct
- Contribute to the vision for a third square in Central Sydney as a new civic heart of Central Precinct and surrounding neighbourhoods
- 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
- Create a new civic space that is activated at all hours and which promotes social interaction and inclusion
- Provide opportunities for smaller scale retail and cafes
- Use landscaping to provide shade, reduce urban heat and soften the urban environment
- Allow views south along George Street to terminate at the potential third square, redefining the western edge of Central Station, improving wayfinding and access
- Create a new entry and station forecourt that links with future east-west connections across the precinct
- Revitalise the Pitt Street colonnade and internal spaces of the Sydney Terminal building to reveal and celebrate the heritage building and provide new and enhanced opportunities for people to engage with the area's history.



Create a civic and community focal point for southern Central Sydney centred around a public space at the new entrance to Central Station.

Kings Cross Station, London



Provide a new public space that serves a variety of uses; a space for fast movement as well as a place for people to meet, stay and connect.

Federation Square, Melbourne



Unlock and celebrate the unique heritage attributes of Central Precinct and open it up to the public.

Coal Drops Yard, London



Create a destination place that is activated day and night through providing vibrant and varied retail, commercial and community spaces.

Centre Place, Melbourne

## Central Station sub-precinct

### Belmore Park

Transport for NSW will collaborate with the City of Sydney with regards to the integration of Belmore Park and the Central Station sub-precinct. While Belmore Park is the responsibility of the City of Sydney, the Central Station sub-precinct as part of the Central Precinct renewal, provides the following opportunities:

- Improve Belmore Park as a significant open space in Central Sydney through improved activation and greater opportunities for active and passive recreation
- Enhance the unique character of the park through landscape design and public art features that interpret and tell the story of the park's history
- Incorporate a celebration of Aboriginal cultural heritage and connection to Country
- Utilise the heritage viaducts to strengthen the north-south urban and green links across the city, enhancing visual and physical connections to the wider network of open spaces and key destinations
- Improve the interface between Belmore Park and the Sydney Terminal building across Eddy Avenue, creating a grand front door for Central Station.



Celebrate the heritage and landscape character of the sub-precinct. Potential to activate the park through adaptive reuse of heritage structures.

Paddington Reservoir Gardens, Paddington



Improve urban and green links across the city through pedestrian and cycling connections.

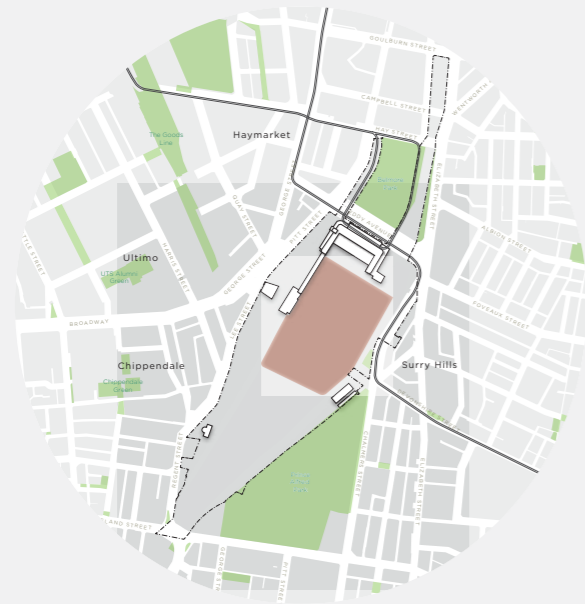
Auckland, New Zealand



Improve physical and visual connections to heritage and landscape. Support Belmore Park as a vital green open space for the southern Central Sydney.

Bryant Park, New York

## Northern OSD sub-precinct



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

### Northern OSD sub-precinct today

The Northern OSD sub-precinct comprises a number of existing features including the raised concourse level of the Sydney Terminal building, the extensive tunnel network including the Devonshire Street Tunnel and the Intercity and Regional train platforms and suburban platforms. Central Walk, currently under construction, will also be an important defining feature of the sub-precinct.

The railway lines and yards are essential to Sydney's current and future train and Metro operations and fundamental to the role and function of Central Precinct as the primary interchange of the NSW public transport network.

In their current form the Sydney Rail Yards and Bradfield Flying Junctions act as a significant physical barrier, severely limiting east-west connections between Surry Hills, Chippendale, Ultimo and Haymarket. The Devonshire Street Tunnel below the rail yards is also a key feature of the sub-precinct and is currently the only means of east-west pedestrian access across Central Precinct.



Central Station Intercity and Regional train and suburban rail platforms



Devonshire Street Tunnel

## The opportunity

- Change perceptions of Central Precinct as only a place for transport to that of a major civic asset and landmark destination in Sydney, consistent with that of the great train stations of the world
- Deliver a variety of city-scale buildings that sensitively respond to existing heritage items, particularly the Sydney Terminal Building
- Reorganise the pedestrian network within the station in a manner that relieves congestion, improves accessibility and wayfinding and enhances the overall customer environment
- Create a well connected commercial hub that will be a home to jobs of the future and support new and emerging industries that will contribute to the success of Tech Central
- Create a new mixed use community that activates the precinct day and night. New commercial and enterprise uses would be supported by entertainment, retail and cultural uses. The sub-precinct would cater to the needs of transit users, workers, visitors and the surrounding community
- Coordinate a new ground plane above operational rail land that will facilitate the extension of important connections and view corridors, particularly the Devonshire Street alignment, enabling the precinct to reconnect into the surrounding urban fabric and the community while ensuring the ongoing function of the rail and road network
- Extend Central Sydney south with taller built form located at the north and west to relate to this expansion and define a new tower cluster as proposed by City of Sydney in the Draft Central Sydney Planning strategy 2020.
- Reconnect the surrounding streets and neighbourhoods through the creation of a clear and legible network of high amenity



Enable a variety of city-scale buildings that sensitively interface with the heritage landscape of Central Precinct.

CBD, London



Create a commercial hub that is home to jobs of the future and anchors Tech Central

Facebook Headquarters, San Francisco, United States



Provide a mix of intimately scaled retail, food and drink and other commercial offerings.

Kensington Street, Sydney



Respect the heritage curtilage and views of the state heritage listed Sydney Terminal Building and Clock Tower

Sydney Terminal Building and Clock Tower

## The opportunity

streets, laneways and connections that support pedestrian access across Central Precinct including to the Camperdown-Ultimo Collaboration Area

- Central Walk will improve clarity, access and circulation through Central Station linking all platforms along a single spine
- Create a 'Cultural and entertainment hub' anchored by a low pavilion building and a central open space that provides a community and public offering on the deck level with destination activation from day to night
- Protect solar access to surrounding public spaces by ensuring maximum height sits within the solar access plane (SAP)
- Use landscaping to provide shade and visual amenity, reduce urban heat, enhance biodiversity and soften the urban environment
- Provide space for small business, creative industries, start-ups, and community uses and for supporting retail and cafes.



Extend Central Sydney south with a mix of uses and building types that draw on the surrounding urban context including a taller tower cluster to the north and west

Sydney CBD South



Include retail that targets the technology market, fusing with innovative architecture to create destinations

Apple store, New York



Central Walk will improve clarity, access and circulation through Central Station linking all platforms along a single spine

Central Walk render



## Northern OSD sub-precinct



Provide activated and high amenity pedestrian linkages over the tracks that connect Surry Hills with Ultimo and Chippendale.

Steam Mill Lane, Darling Square Sydney



Create an urban oasis of green spaces for workers, local residents and visitors with views to the city and surrounding neighbourhoods

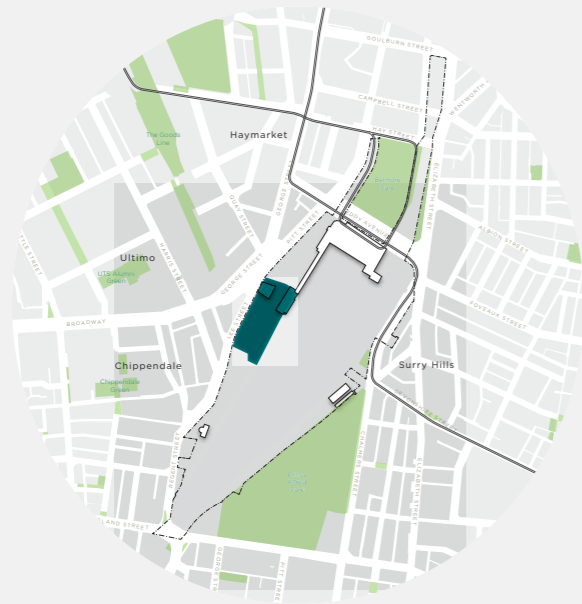
Gallow green rooftop, New York City



Activation from morning to evening caters to the varied work hours of the Innovation and Technology workforce and contributes to a 24 hour economy

Coal Drop Yards, London, United Kingdom

## Western Gateway sub-precinct



The Western Gateway sub-precinct will be a gateway to Central Sydney, a visual marker for Central Precinct through city-scale buildings that creates a focal point for the innovation and technology hub.

### Western Gateway sub-precinct today

The Western Gateway sub-precinct currently comprises commercial, tourism and small-scale retail uses. Situated between Lee Street, Railway Square and Central Station, the sub-precinct is located at the convergence of important existing and future public transport infrastructure and is a location of major pedestrian activity between the station and the surrounding area, including educational establishments.

Existing features of the sub-precinct include the Henry Deane Plaza, the portals to the Devonshire Street Tunnel and the tunnel beneath Railway Square, the former Parcels Post Office and the Inward Parcels Shed.



View from Lee Street looking towards Henry Deane Plaza.



View towards the southern facade of the heritage former Parcels Post Office Building.

## The opportunity

- Deliver a critical mass of employment floor space including for technology companies as recommended in the Sydney Innovation and Technology Precinct Panel Report
- Create city centre environment that includes supporting retail
- Establish a visual marker for Central Precinct through the creation of city scale buildings that positively contributes to Sydney's skyline, character and public identity
- Interface with the City of Sydney's proposed third square, framed by existing heritage items such as the former Parcels Post Office, Inward Parcels Shed and Marcus Clarke Building
- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country
- Deliver generous through-site connections that facilitate safe, convenient, effective and efficient movement of pedestrians between Central Station, the sub-precinct and the surrounding areas
- Re-imagine Henry Deane Plaza as a convergence point for pedestrians and a high-quality urban environment
- Ensure the public domain effectively addresses the changing ground levels from footpath level to any potential future development above the rail yards
- Deliver new high-performing low-emission buildings with renewable energy and water conservation infrastructure
- Use landscaping to provide shade, reduce urban heat and soften the urban environment.



Potential higher density development, establishing a visual marker for Central Precinct and contributing to the future skyline of Central Sydney.

CBD, London



Create a highly accessible ground floor with pedestrian links activated with retail spaces

Barack Place, Sydney (Photo: Brett Boardman)



Create a legible public domain focussed around pedestrian access and a seamless integration from the street to future development over the railway.

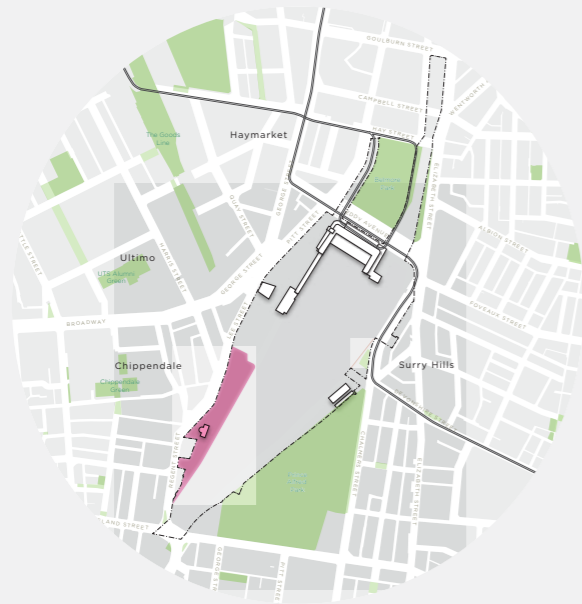
El Greco Congress Centre, Toledo (Photo: Duccio Malagamba)



Deliver innovative buildings with high-quality architectural and sustainability outcomes that anchor the future innovation and technology precinct.

1 Bligh Street, Sydney (Photo: Hamilton Lund)

## Regent Street Sidings sub-precinct



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

### Regent Street Sidings sub-precinct today

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



View from the intersection of Regent and Kensington Street looking towards Mortuary Station.



View from the intersection of Kensington and Regent Streets looking west towards Central Park in the background.

### The opportunity

- New development should 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
- 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, and contributing to the existing pedestrian and cycle network that links Central Sydney to the adjacent inner city suburbs
- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country
- Establish a diverse mixed-use sub-precinct that can cater for a range of complementary uses. This may include creative industry, health and education, information media and professional services clusters in both Chippendale and Redfern, and student accommodation in Central Park
- Provide residential accommodation which responds to the community need and amenity associated with surrounding area
- Consideration is given to entertainment, cultural, food and drink and other night-time options to support the needs of the Precinct's future workers, visitors and surrounding community
- Establish a sensitive built form that responds to the diversity of its surrounds, activating Regent Street, improving Central Precinct's interface with Chippendale including Central Park
- Development at the southern end of the sub-precinct is to consider the lower scale of the adjacent Chippendale heritage conservation area
- Create new pedestrian connections through the sub-precinct that maximise access through and between Central Precinct and its surrounds
- Use landscaping, including where feasible and appropriate deep soil, to provide shade, reduce urban heat and soften the urban environment.



Celebrate the unique heritage and landscape character of Mortuary Station as a major townscape element. Potential for adaptive reuse integrated into open space and green connections.

Mortuary Station, Sydney



Provide a mix of uses and building types that draws on the surrounding urban context. Potential for residential uses and activation of Regent Street at street level.

Central Park, Chippendale



Utilise the changing ground levels across the precinct to enable additional connections up to the potential over station development.

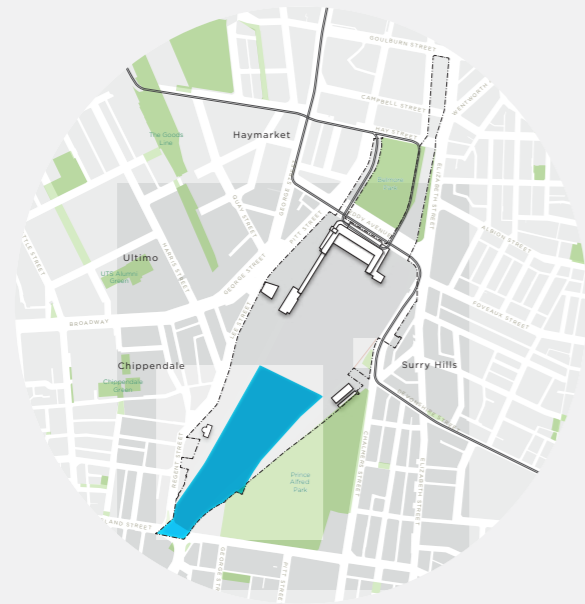
Jardins de la Rambla de Sants, Barcelona



Opportunity to use and activate the Goods Line cut through the precinct to provide active transport connections to surrounding neighbourhoods.

Goods Line, Sydney

## Southern OSD sub-precinct



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

### Southern OSD sub-precinct today

The Southern OSD sub-precinct comprises a number of key existing features including the railway lines, yards and heritage-listed Bradfield Flying Junctions stretching from Central Station towards Cleveland Street. The Bradfield Flying Junctions are the largest collection of flyovers of this type in the world. Its primary frontage runs along Regent Street which includes the existing bus layover, the Lee Street substation and the disused Goods Line cutting.

The southern edge is located at the pinch point of the railway corridor and the busy traffic intersection of Cleveland and Regent Street and incorporates the State heritage-listed Mortuary Station which is a defining feature. Other features include the operational railway and the Cathedral of the Annunciation of Our Lady and its adjacent grounds.

The railway lines and yards are essential to Sydney's current and future train and Metro operations and fundamental to the role and function of Central Precinct as the primary interchange of the NSW public transport network.

In their current form the Sydney Rail Yards and Bradfield Flying Junctions act as a significant physical barrier, severely limiting east-west connections between Surry Hills, Chippendale, Ultimo and Haymarket.



Aerial view of the Sydney rail yards, looking west.

## The opportunity

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



Provide activated and high amenity pedestrian and bicycle linkages over the tracks that connect Surry Hills with Ultimo and Chippendale.

Kensington Street, Chippendale



Support biodiversity and reduce urban heat through green spaces, landscape and trees.

UTS Alumni Green, Ultimo (Photo: Simon Wood Photography)



Create a highly urban precinct with a mix of employment, retail, education and community uses, complemented by high quality public domain.

Barangaroo, Sydney

## The opportunity

- Create a high-quality southern entrance to Central Precinct, with the potential to support a mixed use environment that activates and improves the interface with Cleveland and Regent Streets
- Facilitate active transport connections across Central Precinct by linking into existing and planned cycle paths and pedestrian links to the surrounding neighbourhoods
- Provide space for small businesses, creative industries, start-ups, and community uses
- Provide space for supporting retail and cafes
- Coordinate a new ground plane above operational rail land to provide an easy, safe and comfortable east-west transition between Regent Street, the Cathedral and Prince Alfred Park, while ensuring the ongoing function of the rail and road network
- Use landscaping to provide shade, reduce urban heat and soften the urban environment.



Extend the landscape character of the surrounding area, providing spaces for the community.

Matron Ruby Grant Park, Green Square (Photo: Simon Wood Photography)



Support green connections south through Redfern and north through Central Precinct.

George Street, Redfern



Respond to the green, intimate and low scale local character of Chippendale and Redfern.

Meagher Street, Chippendale



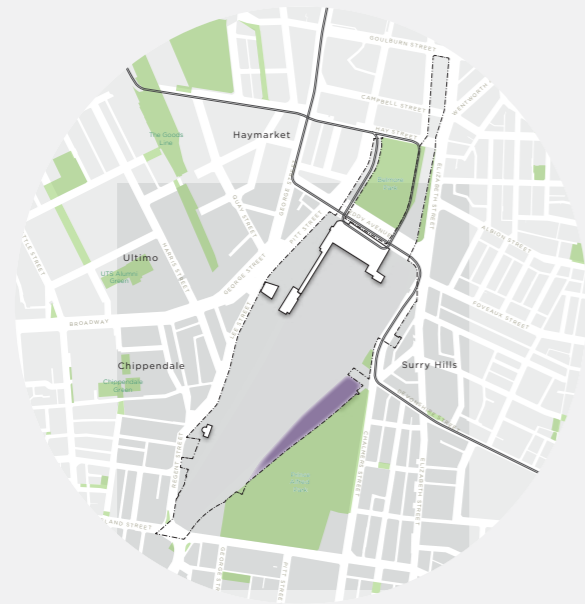
Southern OSD sub-precinct



New development will sensitively respond to the Bradfield Flying Junctions

Bradfield Flying Junctions

## Prince Alfred Sidings sub-precinct



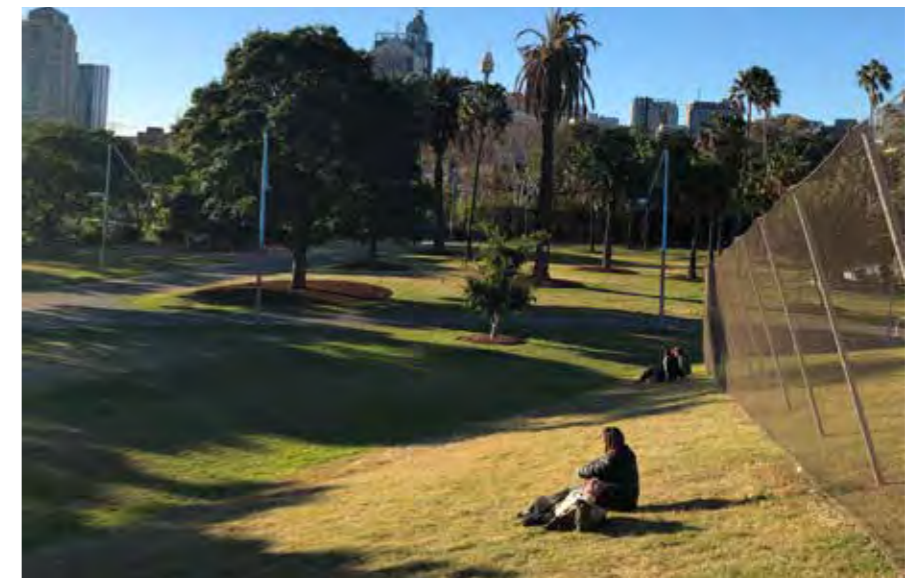
The Prince Alfred Sidings sub-precinct will provide an attractive, lower scale western edge to Prince Alfred Park. The future character would; activate the park, ensure appropriate solar access, respond sensitively to heritage items and assist in linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.

### Prince Alfred Sidings sub-precinct today

The Prince Alfred Sidings sub-precinct forms the western edge to Prince Alfred Park and is bordered by the heritage listed Bradfield Flying Junctions along its western boundary. Other existing features of the sub-precinct include the Railway Institute building, Prince Alfred substation and Chalmers Street substation.



View from the eastern edge of the sub-precinct towards Central Precinct. The existing commercial buildings in the Western Gateway sub-precinct can be seen in the background.



View from Prince Alfred Park looking north towards Central Precinct.

## The opportunity

- Deliver urban renewal that supports a range of uses including community, commercial (retail, food and drink and office) and residential
- Improve Prince Alfred Park as a significant open space and an important green space for the city that supports active and passive recreational functions
- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country
- Facilitate low-scale well-considered development that presents an attractive and activated edge to Prince Alfred Park and which sensitively responds to the park, particularly in relation to solar access, amenity and key views
- Deliver new uncovered 'open to sky' pedestrian connections that provide clear links across Central Precinct
- Extend the green landscaped nature of Prince Alfred Park by encouraging design that contributes to the sub-precinct's park setting, enhances pedestrian amenity and improves local biodiversity
- Use landscaping to provide shade, reduce urban heat and soften the urban environment.



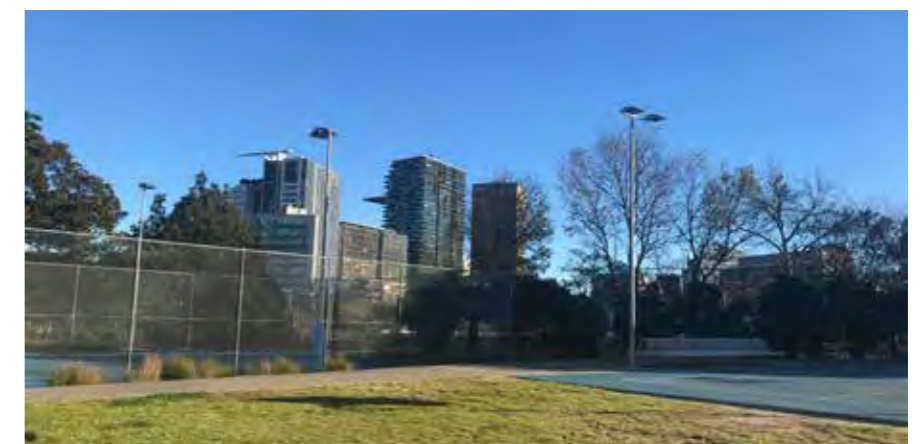
Potential for low rise built form fronting Prince Alfred Park, creating a third 'active' edge with new uses.

Green Square community and cultural precinct, Green Square  
(Photo: Simon Wood Photography)



Provide green connections over track, linking Surry Hills and Prince Alfred Park to Chippendale and Ultimo across Sydney Yards.

Jardins de la Rambla de Sants, Barcelona



Protect views and solar access to Prince Alfred Park.

Prince Alfred Park, Sydney

## Eastern Gateway sub-precinct



The Eastern Gateway sub-precinct will be the eastern entry to Central Precinct that will respond to the unique urban character of Surry Hills. The future character would celebrate surrounding heritage buildings and provide opportunities for small-scale businesses and uses that serve the local community, future workers and visitors.

### Eastern Gateway today

The focal point of the Eastern Gateway sub-precinct is the future eastern entry to Central Walk. The sub-precinct incorporates Chalmers Street, which is undergoing extensive transformation as part of the CBD and South East Light Rail.

The heritage listed Sydney Dental Hospital sits prominently at the key intersection of Chalmers, Elizabeth and Foveaux Street. Its distinctive architectural style creates a unique civic presence that signals the change in character from Surry Hills to Central Sydney. Surrounding the precinct to the east are a number of adaptively reused heritage buildings that give the sub-precinct a distinct Surry Hills character.



View from Chalmers Street looking north towards the CBD and South East Light Rail.



View from Randle Street looking towards existing commercial buildings.

## The opportunity

- Create a more attractive and functional eastern edge to Central Precinct characterised by better defined station entrances, new east west connections and enhanced pedestrian amenity
- Promote urban renewal that activates and enlivens the area, and which positively responds to Central Precinct's interface with Surry Hills
- Provide opportunities for smaller scale retail and cafes
- Deliver a renewed public domain that supports a safe, clear and efficient interchange between the station and other modes of transport, including light rail and bus services
- Restitch and reintegrate Central Precinct into the adjacent street and lane network, building on the vibrant intimately scaled network of businesses and uses that serve the local community
- Ensure the public domain effectively addresses the changing ground levels from footpath level to any potential future development above the rail yards
- Use landscaping to provide shade, reduce urban heat and soften the urban environment
- Incorporate a celebration and reflection of Aboriginal cultural heritage and connection to Country.



Integrate with the varied built form scale, land use mix and heritage character of Surry Hills.

Bourke Street, Surry Hills



Provide clear entries and wayfinding to Central Walk, and allow a seamless interchange between the rail, light rail and bus network.

St Pancras Station, London



Build on the walkable, intimately scaled and activated nature of the local area.

Temperance Lane, Sydney

## Goulburn Street sub-precinct



The Goulburn Street sub-precinct provides 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.

### Goulburn Street sub-precinct today

The Goulburn Street sub-precinct occupies the whole block that is bound 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 it that extends from the suburban platforms of Central Station. It is the location where transport customers enter the underground rail network. Heading south it provides a view towards, and sense of arrival to Central Station. It is also located on an active transport corridor.

The sub-precinct has a highly visible position along the ridge line and a topography that slopes down from Goulburn Street to Campbell Street.



View from the intersection of Goulburn and Castlereagh Streets looking towards the existing Goulburn Street car park.



View of the surrounding city context from the rooftop of the Goulburn Street car park.

## The opportunity

- Provide opportunities for commercial development including retail and office space
- Re-imagine the city block in a manner that better interfaces with the surrounding streets, including improved street activation and pedestrian connections at the ground plane
- Improve pedestrian connectivity between Hyde Park, Belmore Park and Central Station through exploration of active transport and open space strategies
- Deliver a design outcome that appropriately responds to the intersection of Elizabeth Street, Wentworth Avenue and Campbell Street
- Deliver larger scale development that reflect the sub-precinct's Central Sydney location, and which can overcome the design and development challenges presented by the underlying operational rail land.



Capitalise on the sub-precinct's location, highly visible and addresses streets on three sides.

1 Bligh Street, Sydney (Photo: Hans Georg Esch)



Support the cycle and pedestrian connection between Central Precinct and the harbour.

Kent Street cycle way, Sydney



Opportunity for pedestrian through site links activated by retail.

Our Skittle Place, Sydney (Photo: Simon Wood Photography)

## Next steps

The finalisation of the Strategic Framework represents the completion of the first stage of the SSP Study.

Transport for NSW will now start the second stage of the SSP Study, which includes a number of detailed technical studies and associated community and stakeholder consultation leading to the development of a proposed new statutory planning framework for Central Precinct. The SSP study may also trigger further detailed design.

The SSP study will be placed on public exhibition to allow for further consultation. Following this it will be assessed by the Department of Planning, Industry and Environment. The Minister for Planning and Public Spaces will then determine whether to approve the SSP nomination after which a new statutory planning framework would be gazetted.

A new statutory planning framework would allow for new uses, such as business and retail as well as community facilities. It would also allow for increased building heights and densities. These changes will differ across the precinct as they respond to the characteristics and context of the various sub-precincts.

Detailed planning applications to redevelop different parts of the precinct would then be lodged and assessed against the new planning controls and zonings.

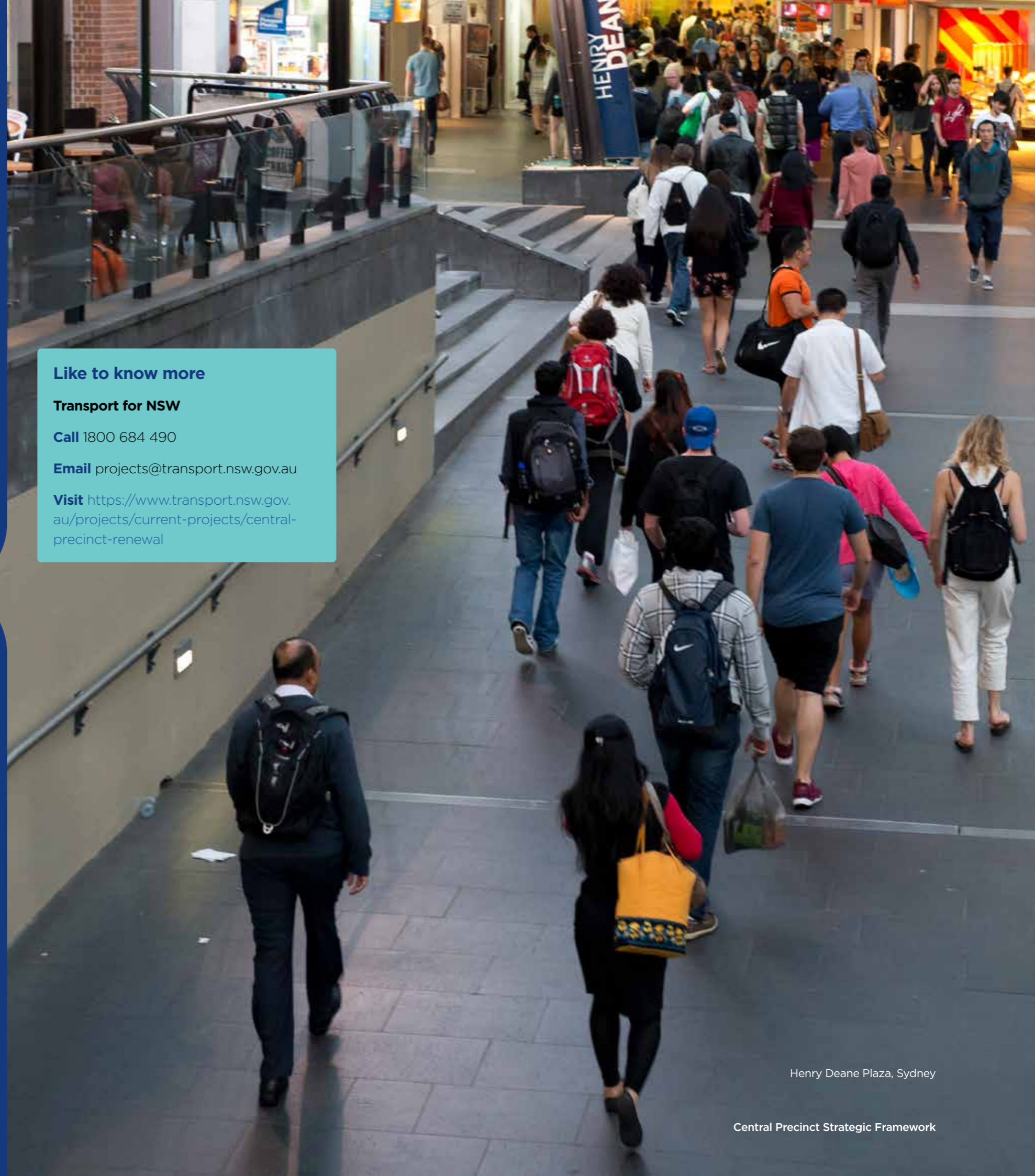
### Like to know more

#### Transport for NSW

Call 1800 684 490

Email [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

Visit <https://www.transport.nsw.gov.au/projects/current-projects/central-precinct-renewal>



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# References

For further information regarding the strategies and projects referenced in this document please see below.

## NSW Government publications and links

### Better Placed

<https://www.governmentarchitect.nsw.gov.au/policies/better-placed>

### Draft Greener Places Design Guide, Issue 4, 2020 Government Architect NSW

<https://www.governmentarchitect.nsw.gov.au/guidance/greener-places-guide>

### Camperdown-Ultimo Collaboration Area

<https://gsc-public-1.s3.amazonaws.com/s3fs-public/gsc-collaboration-area-ca2018-camperdown-ultimo-place-strategy-2802.pdf>

### Central to Eveleigh Urban Transformation Strategy

<https://centraltoeveleigh.nsw.gov.au/uts/uts/>

### Future Transport Strategy 2056

<https://future.transport.nsw.gov.au/plans/future-transport-strategy>

### Greater Sydney Region Plan and Eastern City District Plan

<https://www.greater.sydney/metropolis-of-three-cities>

### Tech Central

<https://global.nsw.gov.au/tech-central/about>

### Sydney Innovation and Technology Precinct

<https://www.industry.nsw.gov.au/business-and-industry-in-nsw/innovation-and-research/tech-precinct>

[https://www.industry.nsw.gov.au/\\_data/assets/pdf\\_file/0005/217580/Sydney-Innovation-and-Technology-Precinct-Panel-Report.pdf](https://www.industry.nsw.gov.au/_data/assets/pdf_file/0005/217580/Sydney-Innovation-and-Technology-Precinct-Panel-Report.pdf)

### Sydney Metro

<https://www.sydneymetro.info/>

### CBD and South East Light Rail

<https://mysydneycbd.nsw.gov.au/projects/cbd-and-south-east-light-rail>

## City of Sydney publications

### Sustainable Sydney Community Strategic Plan 2017–2021

<https://www.cityofsydney.nsw.gov.au/vision/sustainable-sydney-2030/sydney-2030-resources/community-strategic-plan>

### Draft Local Strategic Planning Statement: City Plan 2036

<https://www.cityofsydney.nsw.gov.au/council/your-say/city-plan-2036-our-draft-plan-for-planning-and-land-use>



Central Station, Sydney

# Glossary

Term	Definition
<b>Accessibility</b>	The ability for everyone, regardless of age, disability or special needs or where they live, to use and benefit from the transport system.
<b>Active transport</b>	Transport that is human powered, such as walking or cycling.
<b>Amenity</b>	The extent to which a place, experience or service is pleasant, attractive or comfortable. Improved features, facilities or services may contribute to increase amenity.
<b>Bradfield Flying Junctions</b>	Series of flyover tracks between the Cleveland Street bridge at Redfern and Central railways stations that allow trains to move from any one line to another without crossing a line in the opposing direction.
<b>Bus interchange</b>	Where customers have access to a number of different bus routes at a central location.
<b>Bus stand</b>	A place to board or alight from bus services.
<b>Camperdown-Ultimo Collaboration Area</b>	Health and Education Precinct which includes the Royal Prince Alfred Hospital, TAFE NSW, University of Notre Dame, University of Sydney and University of Technology Sydney, and medical and research institutions and other health services facilities and educational establishments.
<b>Catchment</b>	The area from which a location or service attracts people.
<b>CBD and South East Light Rail</b>	Refers to the light rail network extending from Randwick and Kingsford to Circular Quay.
<b>Central Precinct State Significant Precinct</b>	The nominated State Significant Precinct comprising an approximately 24 hectare area including Central Station and surrounding NSW Government owned land along the rail corridor, Goulburn Street Car Park and the strip of land along the Lee Street edge of Central Precinct, known as the Western Gateway sub-precinct.
<b>Central Station</b>	Refers to Central Railway Station.
<b>Central Sydney</b>	Central Sydney means land identified as Central Sydney under the Sydney Local Environmental Plan 2012 and represents the Metropolitan Centre of Sydney. Central Sydney includes Sydney's Central Business District

Term	Definition
<b>Central Walk</b>	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.
<b>Community</b>	Communities are a particular type of stakeholder and refers to groups of people in particular places who are both affected by our work and experience the outcomes and benefits of our activities.
<b>Corridor</b>	A broad, linear geographical area between places.
<b>Customer</b>	Customers are those who use transport networks and services. They include car drivers, heavy vehicle operators, public transport and point to point passengers, pedestrians, cyclists and freight and goods providers.
<b>Customer interface</b>	The point at which transport services interact with their customer.
<b>Determination</b>	An approval made in accordance with the <i>Environmental Planning and Assessment (EPandA) Act 1979</i> . In relation to Central Precinct SSP, a determination will be made by the Minister for Planning and Public Spaces regarding the SSP nomination and separately the Western Gateway SEPP Amendment.
<b>Devonshire Street Tunnel</b>	Refers to the official name of the pedestrian tunnel connecting Chalmers and Lee Streets.
<b>Future Transport Strategy 2056</b>	Refers to Transport for NSW's approach to planning transport and engaging customers, to address future technological, economic and social changes.  Future Transport Strategy comprises two focus areas – planning ('Future Transport Planning') and technology ('Future Transport Technology' and 'Technology Roadmap').
<b>Gateway</b>	Cities that provide state level services and facilities to support a broad population catchment while also having international connections through their cities airport and/or port.

## Glossary

Term	Definition
<b>Goods Line</b>	The official name for the partly elevated walkway from Central Station to Darling Harbour following the route of a disused railway line.
<b>Grand Concourse</b>	Part of Central Station.
<b>Greater Sydney's Green Grid</b>	Links parks, open spaces, bushland and walking and cycling paths.
<b>Interchange</b>	A facility to transfer from one mode of transport or one transport service to another. For example, a station with an adjoining light rail stop.
<b>Local streets</b>	Places that are part of the fabric of suburban neighbourhoods where we live our lives and facilitate local community access.
<b>Mixed-use</b>	A building or area containing more than one type of land use
<b>Mobility</b>	The ability to move or be moved easily and without constraints.
<b>Mortuary Station</b>	Formerly used as a railway station on the Rookwood Cemetery railway line, now disused.
<b>Over rail corridor development or Over Station Development</b>	The development of air space over railway corridors
<b>Place</b>	A place in the Transport context is an intersection of transport infrastructure with social infrastructure and commercial activity. These are the areas within and around transit stops where people live and commute. Places can be created as an outcome of Placemaking.
<b>Placemaking</b>	Scoping and delivering places for the community, beyond the immediate transport infrastructure. Successful placemaking either preserves or enhances the character of our public spaces, making them more accessible, attractive, comfortable and safe.
<b>Precinct</b>	A geographical area with boundaries determined by land use and other unique characteristics. For example, an area where there is an agglomeration of warehouses may be termed a freight precinct.

Term	Definition
<b>Public spaces</b>	Areas that are publicly accessible where people can interact with each other and make social connections.
<b>Rail network</b>	The rail infrastructure in NSW.
<b>Railway corridor</b>	Refers to the land within Central Precinct on which a railway is built; comprising all property between property fences, or if no fences, everywhere within 15m from the outermost rails.  Under planning legislation rail corridor is defined as land:  a) That is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities:  or  b) That is zoned under an environmental planning instrument predominately or solely for development of the purpose of a railway or rail infrastructure facilities.
<b>Railway Square</b>	The official name given to the area between Lee Street and Broadway, comprising a plaza, bus stands and underground access/uses.
<b>Shocks and stresses</b>	Refers to acute short term damaging events or long term trends causing inequity impacting a city's resilience.
<b>Siding</b>	A short stretch of rail track used to store rolling stock or enable trains on the same line to pass.
<b>Social procurement</b>	Purchasing decisions based on good social outcomes.
<b>State Significant Precinct (SSP)</b>	State Significant Precincts are areas with state or regional planning significance because of their social, economic or environmental characteristics.
<b>Strategic Framework</b>	The Strategic Framework will address key matters including vision, priorities, public space, strategic connections, design excellence, identify sub-precincts for future detailed planning and also outlines the next steps in the State Significant Precinct process for Central Precinct.

## Glossary

<b>Term</b>	<b>Definition</b>
<b>Sub-precincts</b>	Definable areas within Central Precinct SSP due to its unique local character, opportunities and constraints, either current or future. The Western Gateway is a sub-precinct.
<b>Sydney Metro</b>	A fully-automated, high frequency rail network connecting Sydney.
<b>Tech Central</b>	<p>A State Government Initiative as set out in The Sydney Innovation and Technology Precinct Panel Report 2018. Previously known as the Sydney Innovation and Technology Precinct.</p> <p>Tech Central is located south of the Sydney central business district, surrounded by the suburbs of Redfern, Ultimo, Haymarket, Camperdown, Chippendale, Darlington, Surry Hills and Eveleigh.</p>
<b>The Minister</b>	The Minister for Planning and Public Spaces (NSW)
<b>Transport for NSW</b>	The statutory authority of the New South Wales Government responsible for managing transport services in New South Wales.
<b>Transport interchange</b>	A facility designed for transitioning between different modes, such as a major bus stop or train station.
<b>Transport modes</b>	<p>The five public transport modes are metro, trains, buses, ferries and light rail.</p> <p>The two active transport modes are walking and cycling.</p>
<b>Urban renewal</b>	A planned approach to the improvement and rehabilitation of city areas with new infrastructure, new commercial/mixed uses, improved services and renovation or reconstruction of housing and public works.
<b>Vibrant streets/places</b>	Places that have a high demand for movement as well as place with a need to balance different demands within available road space.



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