



## DRAFT WESTERN GATEWAY DESIGN GUIDE COMPLIANCE TABLE

**JUNE 2021**

The following compliance table addresses the Design Guidance of the draft Western Gateway Design Guidelines (Version – May 2021).

Guideline	Compliance (Y/N)	Comment
<b>3.1 Place and Destination</b>		
<b>3.1.1 Publicly accessible management space</b>		
<b>Objectives</b>	Y	Refer to RTS Report.
(a) Provide a high quality publicly accessible managed space that supports a functional and elegant solution to level changes across the site.		
(b) Provide a contiguous, clear and direct pedestrian connection that is encouraged to be open to the sky, linking Lee Street to the future Over Station Development.		
(c) Ensure any future pedestrian connection to the Over Station Development is designed to achieve a minimum width that reflects its role as a key pedestrian link and one of the western entrances to the future Over Station Development.		
(d) Ensure that the design and width of the pedestrian connections through the sub-precinct are capable of comfortably accommodating the volumes of pedestrian flows and desire lines, anticipated under a future fully developed scenario for the Central Precinct		

Guideline	Compliance (Y/N)	Comment
<p>(e) Ensure that the publicly accessible managed space facilitates the effective future integration of the sub-precinct with the city and the adjacent sub-precincts</p> <p>(f) Ensure the publicly accessible managed space is comfortable and safe to use for the intended purpose</p>		
<b>Design Guidance</b>		
(1) Publicly accessible managed space within the sub-precinct is to be provided in accordance with <b>Figure 2: Publicly accessible managed space and pedestrian connections.</b>	Y	As per the original SSDA submission by way of the Upper and Lower Link Zones and adjacent public realm.
<p>(2) Publicly accessible managed space within the sub-precinct is to:</p> <ul style="list-style-type: none"> <li>a. connect to the City and provide appropriate interfaces and links to adjacent sub-precincts within the Central Precinct</li> <li>b. deliver a precinct that responds to its context and celebrates its heritage</li> <li>c. create a focus for the southern part of Central Sydney</li> <li>d. contribute to the creation of walkable neighbourhoods</li> <li>e. shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity and design excellence</li> </ul>	Y	As per the original SSDA submission by way of the Upper and Lower Link Zones and adjacent public realm.
(3) Henry Deane Plaza will be primarily a place of public movement. Any changes to the Plaza will need to ensure that it continues to be an accessible multifunctional space, that can be used for repose, movement, gathering and meeting, with grades appropriate for the intended uses. Any changes to the Plaza will reference the City of Sydney's Inclusive and accessible public domain policy and guidelines.	N/A	Not applicable to Block A.
(4) The pedestrian connection from Lee Street to the Devonshire Street tunnel is to be maintained while Devonshire Street tunnel continues its role as a public pedestrian thoroughfare	Y	Noted

Guideline	Compliance (Y/N)	Comment
<p>(5) Development Applications are to be accompanied by an open space strategy for the publicly accessible managed space that incorporates place principles and a movement plan that demonstrates how the precinct has been designed to deliver high quality, co-ordinated public places that include (where appropriate):</p> <ul style="list-style-type: none"> <li>a. street trees and other vegetation</li> <li>b. paving and other hard surfaces</li> <li>c. lighting</li> <li>d. seating</li> <li>e. bicycle parking spaces for share bikes and visitors</li> <li>f. bins</li> <li>g. signages, including wayfinding signs</li> <li>h. public art</li> <li>i. heritage interpretation.</li> </ul>	Y	Provided alongside the original EIS and revised as part of the Supplementary Design Report. (Refer <b>Appendix B</b> of the RTS Report)
<p>(6) An elegant and functional solution to level changes is to be provided across the publicly accessible managed space that supports seamless, step free, accessible access suitable for people of all abilities, connections and transitions from Lee Street to the Devonshire Street tunnel as well as the future over-station development within the broader Central Precinct.</p>	Y	As per the original SSDA submission by way of the Upper and Lower Link Zones and adjacent public realm.
<p>(7) Publicly accessible managed space is to provide a comfortable environment, in particular for wind and solar access, suited for the intended purpose of its various parts: sitting, standing and walking.</p>	Y	The proposed publicly accessible managed spaces are provided in accordance with the relevant wind criteria as nominated in the wind criteria map. Where required, mitigation measures are proposed. Refer to the RTS Report for more detail, as well as the revised Wind Environment Report provided at <b>Appendix H</b> of the RTS Report.

Guideline	Compliance (Y/N)	Comment
<b>3.1.2 Building massing and envelope</b>		
<b>Objectives</b>  a) Development is to provide adequate separation and setbacks between buildings to enable connection to the future over station development and to provide appropriate amenity within the development sites and the adjacent publicly accessible managed space.  b) Development is to provide a street wall podium height along the Lee Street frontage that responds to the scale of nearby existing buildings including the Mercure Hotel and Marcus Clarke Building.  c) Development is to provide an appropriate clearance and curtilage to existing heritage items, in particular the Former Inwards Parcel Shed and Former Parcels Post Office Building.  d) Building massing and envelopes are to ensure that views to the Central Station Clock Tower against the sky are retained when viewed by pedestrians and vehicles as they enter Railway Square from Broadway (see Figure 6: Heritage Sightlines, Views and Vistas), where the clock tower appears from behind the former Parcels Post Office.  e) Development is to provide a comfortable wind environment for the future Third Square.	Y	Refer to RTS Report.
<b>Design guidance</b>		
(1) Built form within the Western Gateway sub precinct is to be in accordance with <b>Figures 3, 4 and 5</b> relating to building separation and setback distances	N	The following minor non-compliances are noted:

Guideline	Compliance (Y/N)	Comment
		<ul style="list-style-type: none"> <li>▪ The lowering of the Tower Soffit by 1m from RL 40 to RL 39. This is a technical non-compliance with the Draft Design Guideline however is proposed in response to internal structural rationalisation at the lower levels of the tower. This design change has been supported by the DIP and is noted in the feedback provided at Error! Reference source not found..</li> <li>▪ Minor changes to the lower western and southern cantilever zones. This involves a minor non-compliance to the Block A envelope however has been supported by the DIP and the adjacent neighbours due to the minor nature of this change. This design change has been supported by the DIP and is noted in the feedback provided at Error! Reference source not found..</li> </ul> <p>These proposed design amendments have been detailed in both the RTS Report and Supplementary Design Report. All design changes have been presented to DPIE, the City of Sydney, GANSW, Design Integrity Panel and the proponents of Blocks B and C.</p> <p>Feedback from all parties confirms that these minor non-compliances are supported. The Wind Environment Report prepared by RWDI provided at Error! Reference source not found. also confirms that the proposed minor design changes do not create additional impacts to the surrounding wind environment.</p>
(2) New buildings within Block A and Block B are to have a maximum 80% envelope efficiency (i.e. the final building design should not have a Gross Floor Area that exceeds 80% of the Gross Building Area that is able to be achieved within the envelope).	Y	<p>The proposal complies with the requirement for a maximum 80% envelope efficiency as nominated by Design Guidance 2. The proposal delivers a maximum envelope efficiency of 66.6%.</p> <p>The allowable GFA for this site is 77,000sqm as gazetted by the recent amendment to Sydney LEP 2012. While the total GFA of the</p>

Guideline	Compliance (Y/N)	Comment
		proposal has increased, the proposal remains consistent with this requirement providing 75,088sqm GFA (74,497 m <sup>2</sup> GFA above ground level).
(3) The pedestrian connection to over station development is to be open to the sky.	Y	Complies
(4) Despite Design Guidance 3.1.2(3), a roofed terrace pavilion may be provided above the east-west pedestrian connection between Block A and Block B. It must be designed as a permanent structure with a maximum height of RL30 and must be able to be modified or removed once the pedestrian connection to future over station development is operational.	Y	Noted
(5) The roofed terrace pavilion is to be a publicly accessible and programmable space, improving the overall security of the publicly accessible managed space through passive surveillance and activation whilst providing all weather protection and reducing the urban heat island effect.	Y	Complies
(6) Any structure provided between Block A and Block B is to demonstrate consistency with the following design specifications and principles: a. Form: i. Ground floor at RL 21 ii. Solid roof structure line no higher than RL30 iii. Enclosed along the eastern edge b. Function: i. Provision of a flexible and multi-functional space that facilitates activation for events	Y	Complies

Guideline	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>ii. Ensure flexibility for a wide range of programming and activation, including as a venue for live public events, private functions or temporary art and/or sound installations.</li> <li>c. Addressing the Elements: <ul style="list-style-type: none"> <li>i. Allow people to sit comfortably within the space during all times of the year</li> <li>ii. Allow maximum natural light during all times of the year</li> <li>iii. Incorporate fixed or adjustable environmental protection measures including wind and solar (if required)</li> </ul> </li> <li>d. Views and Vistas: <ul style="list-style-type: none"> <li>i. Protection of views from RL 21 to the west</li> </ul> </li> <li>e. Amenity and Services: <ul style="list-style-type: none"> <li>i. Be accessible to amenities (bathrooms and catering)</li> <li>ii. Include Lifting/VT from RL 16 to RL 21m pre completion of the Over Station Development deck</li> <li>iii. Include or extend Lifting/VT from RL 16 to RL 30m on completion of the Over Station Development deck</li> </ul> </li> </ul>		
(7) Any structure provided between Blocks A and B must be able to be removed or modified on completion of the Central Precinct Over Station Development deck to allow adequate east – west		

Guideline	Compliance (Y/N)	Comment
pedestrian flow from Block B to the Over Station Development deck.		
<p>(8) The former Inwards Parcels Shed and roofed terrace pavilion may protrude within the ground level separation area between Block A and Block B, but only where those structures:</p> <ul style="list-style-type: none"> <li>a. do not impact on views from the future east-west over station pedestrian connection to the tower of the Marcus Clarke Building, and</li> <li>b. do not unreasonably impede the free-flowing movement of pedestrians between the sub-precinct and the future over station development.</li> </ul>	Y	Complies
(9) Building massing, setbacks and articulation zones are to be designed to enable the achievement of appropriate wind conditions shown as set out in <b>Section 3.1.5</b> .	Y	Complies
(10) A minimum building separation of 30m is to be provided between Blocks A and B.	Y	Complies
<p>(11) Built form on Block A is to be in accordance with <b>Figures 3, 4 and 5</b> relating to building separation and setback distances and is to:</p> <ul style="list-style-type: none"> <li>a. have a tower building with an underside (excluding lift cores and structural columns) no lower than RL 40.</li> <li>b. have a cantilevered building articulation zone along the western façade that has a maximum depth of 5.0m and an underside no lower than RL70</li> <li>c. have a cantilevered building component along the southern façade that has a maximum depth of 5.0m and an underside no lower than RL60.4</li> <li>d. support the achievement of a wind environment on the ground plane and in affected public domain areas that is appropriate for its intended use.</li> </ul>	N	<p>The following minor non-compliances are noted:</p> <ul style="list-style-type: none"> <li>▪ The lowering of the Tower Soffit by 1m from RL 40 to RL 39. This is a technical non-compliance with the Draft Design Guideline however is proposed in response to internal structural rationalisation at the lower levels of the tower. This design change has been supported by the DIP and is noted in the feedback provided at Error! Reference source not found..</li> <li>▪ Minor changes to the lower western and southern cantilever zones. This involves a minor non-compliance to the Block A envelope however has been supported by the DIP and the adjacent neighbours due to the minor nature of this change. This design change has been supported by the DIP and is</li> </ul>



Guideline	Compliance (Y/N)	Comment
		<p>noted in the feedback provided at Error! Reference source not found..</p> <p>These proposed design amendments have been detailed in both the RTS Report and Supplementary Design Report. All design changes have been presented to DPIE, the City of Sydney, GANSW, Design Integrity Panel and the proponents of Blocks B and C.</p> <p>Feedback from all parties confirms that these minor non-compliances are supported. The Wind Environment Report prepared by RWDI provided at Error! Reference source not found. also confirms that the proposed minor design changes do not create additional impacts to the surrounding wind environment.</p>
<p>(12) Built form on Block B is to be in accordance with <b>Figures 3, 4 and 5</b> relating to building separation and setback distances and is to:</p> <ul style="list-style-type: none"> <li>a. provide a minimum 6m tower setback above the podium street wall height along the Lee Street frontage.</li> <li>b. incorporate a podium that is set forward of the tower façade line,</li> <li>c. be designed to visually read in the streetscape as a building of two parts, including a podium structure with a tower above,</li> <li>d. support wind environment on the ground plane and in affected public real areas appropriate for its intended use.</li> <li>e. incorporate effective articulation and modulation of the podium design.</li> <li>f. the tower element above the podium on all other facades for Block B may have the same façade alignment as the podium but only where:</li> </ul>	N/A	Not applicable to Block A.

Guideline	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>i. it is demonstrated that the building design appropriately responds to its surrounding context, particularly nearby heritage items,</li> <li>ii. there are no detrimental microclimate and public realm impacts,</li> <li>iii. the façade design incorporates articulation or the like that effectively reduces the visual bulk and mass of the building</li> </ul>		
<b>3.1.3 Design Excellence</b>		
<b>Objectives</b>  a) Development for new buildings within the sub-precinct must demonstrate design excellence.	Y	Refer to RTS Report.
<b>Design Guidance</b>		
(1) Each block within the sub-precinct is to be the subject of a competitive design process and undertaken in accordance with the applicable design excellence competition guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy (Policy).	Y	Complies
(2) No additional floorspace or building height under Clause 6.21(7) of the Sydney LEP 2012 will be awarded for a building demonstrating design excellence. The maximum floorspace and building height for sites within the Western Gateway sub-precinct is to be in accordance with Clause 6.53 of the Sydney LEP 2012.	Y	Noted
(3) Where a competitive design process is undertaken in accordance with the Policy, it is to be in accordance with the following design excellence strategy:	Y	The competitive process undertaken for Block A was done so in accordance with the provisions identified by the draft Design Guide as well as the relevant City of Sydney and GANSW policies.

Guideline	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>a. Undertake an invited architectural design competition involving no less than five (5) competitors from a range of emerging, emerged and established architectural practices, with no more than 50% of competitors from international practices.</li> <li>b. The Jury composition is to be in accordance with the Provision 3.2 Jury Composition of the Policy or a five (5) member jury in accordance with Part 3.4 of the Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018).</li> <li>c. Buildings are to be constructed of durable and robust materials.</li> <li>d. Architectural detailing is to provide a higher order of priority to the levels interfacing with the adjacent streetscape, publicly accessible managed space and heritage items.</li> </ul>		The proposal has been reviewed by the Design Integrity Panel who have endorsed the design with respect to design excellence and the use of high quality, durable materiality and architectural detailing.
<b>3.1.4 Active Frontages</b>		
<b>Objectives</b> <ul style="list-style-type: none"> <li>a) Development is to maximise ground floor active frontages along streets, pedestrian through site links, lanes and public spaces within the Western Gateway sub-precinct and include outdoor dining and activation at both day and night.</li> <li>b) Active frontages within heritage facades are to be maximised subject to heritage constraints.</li> </ul>	Y	Refer to RTS Report.
<b>Design Guidance</b>		
(1) A minimum of 75% of building frontages to the public domain are to be activated through the inclusion of retail, commercial lobbies or other active uses. For the purpose of this guideline public domain means the area shaded in yellow shown in <b>Figure 2 Publicly</b>	Y	Complies

Guideline	Compliance (Y/N)	Comment
<b>accessible managed space and pedestrian connections</b> , as well as Lee Street and the Western Forecourt.		
(2) Ground floor frontages are to be pedestrian oriented and of high design quality to add vitality to the public domain.	Y	Complies
(3) Fine grain retail tenancies are to be located along key pedestrian movement corridors and are to cater to a diverse range of businesses including retail, entertainment and food and drink.	Y	Complies
(4) New development is to avoid expansive inactivated retail frontages that are visible at the ground level and is encouraged to provide fine grain retail frontages where appropriate.	Y	Complies
(5) Building design features, such as continuous cantilevered awnings, are to be provided where possible to ensure adequate protection for pedestrians from the elements.	Y	Complies
(6) Building entrances are to be designed to be at the same level as the adjoining public domain.	Y	Complies
(7) No strata titled development is to be included in any areas that may be affected by existing or future transport operations.	Y	Complies
(8) Staging must integrate delivery of the publicly accessible managed space and other public domain with the progress of proposed public and private development.	Y	Complies
(9) Development at the ground plane is to activate the adjoining public domain, through measures including: <ul style="list-style-type: none"> <li>a. positioning areas for respite and pause in locations that promote overlooking of the public domain,</li> <li>a. incorporating large doors or windows into building lobbies and spaces,</li> </ul>	Y	Complies

Guideline	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>b. not locating activities that are sensitive to public view, such as ground level office space, in locations where direct overlooking from the public domain can occur, and</li> <li>c. minimising the extent of grilles, vents, mechanical plant and other operational and security measures in areas that front onto the public domain.</li> </ul>		
<b>3.1.5 Wind</b>		
<b>Objectives</b> <ul style="list-style-type: none"> <li>f) Development within the sub-precinct is to ensure the cumulative impact of development on the wind environment does not result in uncomfortable or unsafe wind conditions within the public domain and surrounding the development, taking into consideration the intended primary purpose of that space.</li> <li>g) The wind environment must be suitable for the intended pedestrian uses.</li> </ul>	Y	<p>Refer to RTS Report.</p> <p>Wind tunnel modelling has considered the staged as well as final Western Gateway precinct massing to ensure a cumulative understanding of the wind environment conditions are understood.</p> <p>A final design scheme is developed such that wind conditions adjacent to the site on the ground plane are suitable for the intended pedestrian use.</p>
<b>Design Guidance</b>		
(1) All new developments are to be designed to mitigate adverse wind effects and be designed to satisfy the relevant wind criteria for the intended uses of the public domain.	Y	Wind tunnel modelling of the wind environment conditions associated with the development has included flow visualisation to understand the flow patterns around the site. This has helped to ensure that the design of wind mitigation measures are responsive to these flow effects.
(2) A quantitative wind effects report is to be submitted with any development application for new buildings that addresses how development meets the relevant standards identified in Figure 6 – Wind Criteria Map.	Y	The wind report has addressed the latest wind criteria for the precinct when considering the wind conditions.

Guideline	Compliance (Y/N)	Comment
(3) Wind impacts from any development must not exceed the Wind Safety Standard which is an annual maximum peak 0.5 second gust wind speed in 1 hour of 24 m/s.	Y	All areas will generally satisfy the safety limit criteria with one location marginally exceeding 24m/s (24.4m/s) with this difference not perceivable to the pedestrian. It is also noted that this location satisfies the safety criteria when the future Western Gateway precinct massing is considered.
(4) Wind impacts from any development on the public domain are not to exceed the Wind Comfort Standard criteria for sitting, standing and walking taking into consideration the intended use of the space (refer <b>Figure 6 – Wind Criteria Map</b> ). The wind comfort standard is an hourly mean wind speed or gust equivalent mean wind speed, whichever is greater, for each wind direction of no more than 5% of all hours in the year. These standards are: <ul style="list-style-type: none"> <li>a. walking through the over station development connection and footpaths - 8 m/s</li> <li>b. standing at building entrances, bus stops - 6 m/s</li> <li>c. sitting in future public spaces - 4 m/s</li> </ul>	Y	<p>Wind conditions on the public ground plane areas around the site will satisfy the noted wind comfort criteria noted in the wind criteria map.</p> <p>Wind conditions in the future square to the north are noted to marginally exceed the sitting criteria however is expected to be able to be satisfied with the future design of the square.</p>
(5) New development within the Western Gateway Sub Precinct is to achieve the proposed wind comfort criteria on land outside the sub-precinct (i.e. the area outside the redline boundary on the Wind Criteria Map), unless it can be demonstrated that existing wind conditions in that area do not currently achieve the identified wind comfort criteria. If the existing wind conditions do not currently achieve the identified wind comfort criteria, new development is not to increase or worsen the current wind conditions for that area as measured by the wind comfort criteria.	Y	<p>Wind conditions in the surrounding areas of the site are noted to satisfy the wind comfort criteria with the inclusion of the Atlassian Central development.</p> <p>The inclusion of the built forms of the remaining Western Gateway precinct has some influence on the surrounding conditions which will be considered by these blocks as the design develop.</p>
(6) Development subject to a quantitative wind effects report must not cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks, unless it can be demonstrated that the	Y	Complies

Guideline	Compliance (Y/N)	Comment
existing wind speeds in those locations exceed the standard(s). If the existing wind conditions do not currently achieve the identified standard(s), new development is not to result in an increase to wind speed in their respective locations as measured by the relevant standard(s).		
(7) Despite clause 3.1.5 (6), a minimum of 200sqm of contiguous space that is open to the sky within the defined Railway Square area (refer <b>Figure 6 – Wind Criteria Map</b> ) is to achieve the Wind Comfort Standard criterion for sitting, and may be achieved with the assistance of well-considered and well-designed localised wind mitigation measures.	N/A	An area of over 200m2 of continuous space is noted to achieve the sitting criteria with the inclusion of the Atlassian Central development.
<b>3.1.6 Solar Access</b>		
<b>Objectives</b>  a) To maintain a high level of daylight access to Henry Deane Plaza and other affected publicly accessible areas during the period of the day when they are most used by the workforce, visitors and the wider community.	Y	Refer to RTS Report.
<b>Design Guidance</b>		
(1) Development is to ensure that Henry Deane Plaza and other affected publicly accessible areas receive an appropriate solar amenity for their intended use.	Y	Complies
<b>3.1.7 Views and vistas</b>		
<b>Objectives</b>  a) Development is to preserve key views to the Central Railway Station Clock tower and enable future views from the future east-	Y	Refer to RTS Report.

Guideline	Compliance (Y/N)	Comment
west over station pedestrian connection to the tower of the Marcus Clarke building.		
<b>Design Guidance</b>		
(1) Development is not to obstruct significant views as identified in <b>Figure 7: Heritage sightlines, views and vistas</b> measured from eye level from point to point.	Y	As submitted alongside the original EIS, a Heritage Views and Vistas Assessment was prepared to assess the proposal against the identified significant views.
(2) Development on Block A and Block B is to provide a 30m building separation between the main façade line of any tower built form on Block A and Block B to ensure a clear line of sight along the future over station east west pedestrian connection.		
(3) The separation between Block A and Block B is to be open to the sky from RL30 and above to ensure that view lines from the over station pedestrian connection through to the tower of the Marcus Clarke building are not interrupted.	Y	Noted – Relevant to Block B
(4) Despite Design Guidance 3.1.7 (3), a well-designed and high quality standalone structure may be constructed between Block A and Block B that contributes to the amenity and activation of this space. Robust and durable materials are to be utilised to ensure the structure's longevity.	Y	Noted – Relevant to Block B
(5) Any structure provided between Blocks A and B must be able to be removed or modified on completion of the Central Precinct Over Station Development deck to allow adequate east – west pedestrian flow from Block B to the Over Station Development deck.	Y	Noted – Relevant to Block B
(6) Development is to minimise the impact on existing public views to Central Railway Station Clock tower through modulation of proposed building mass, to maximise the visibility of the clock face.	Y	Complies



Guideline	Compliance (Y/N)	Comment
Any development must preserve views from the western forecourt of Central Station to: <ul style="list-style-type: none"> <li>a. the Central Station South Wing,</li> <li>b. all elevations of the former Parcels Post Office (Adina Hotel), and</li> <li>c. the former Inwards Parcels Shed.</li> </ul>		
<b>3.2 People and community</b>		
<b>3.2.1 Heritage</b>		
<b>Objectives</b> (g) Development is to appropriately respond to items of heritage significance within the sub-precinct and ensure items of heritage significance are maintained and celebrated. (h) Development is to prioritise the retention and re-use of any assessed heritage significant features, specific spaces and fabric of significance. (i) Development is to enable the sensitive adaptive re-use of any assessed heritage significant features, specific spaces and fabric of significance. (j) Development that seeks to change or alter the significant fabric of items of heritage significance, is to be supported by a conservation management document that identifies principles to ensure adequate conservation (where possible), and interpretation throughout new development.	Y	Refer to RTS Report.
<b>Design Guidance</b>		
(1) A Statement of Heritage Impact is to accompany any future DA for new buildings within the sub-precinct and is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact.'	Y	Complies – A Statement of Heritage Impact prepared by Urbis was submitted alongside the original EIS. A further Heritage Response Report is provided alongside the RTS Report.

Guideline	Compliance (Y/N)	Comment
(2) A Conservation Management Plan is to accompany any future DA for new development located on Block A and is to be prepared in accordance with the NSW Heritage Manual 'Conservation Management Documents'.	Y	Complies – A Conservation Management Plan prepared by Urbis was provided alongside the original EIS.
(3) Any future DA for new buildings within the sub-precinct is to be accompanied by a Heritage Interpretation Strategy that identifies opportunities for the presentation of the history of the site and surrounds. This is to include Aboriginal and non-Aboriginal themes and present the findings of any desktop analysis of the likely archaeological significance of the site and the immediate surrounds. All documentation is to be prepared in accordance with Interpreting Heritage Places and Items Guidelines.	Y	Complies – a Draft Heritage Interpretation Strategy prepared by Freeman Ryan Design and is appended to the Supplementary Design Report at Appendix B of the RTS Report.
(4) Development is to comprise building forms and design treatments that give consideration and positively responds to heritage items within and immediately surrounding the sub-precinct. The Statement of Heritage Impact that accompanies a development application is to identify and assess any direct and/ or indirect impacts (including cumulative impacts) to the heritage significance of the buildings and elements within the precinct.		Complies – A Statement of Heritage Impact prepared by Urbis was submitted alongside the original EIS. A further Heritage Response Report is provided alongside the RTS Report.
(5) Buildings are to be constructed of durable and robust materials.	Y	Complies
(6) Architectural detailing is to provide a higher order of priority to the levels interfacing with the heritage items and adjacent public domain.	Y	Complies
(7) Development on Block A is to: <ul style="list-style-type: none"> <li>a. provide a minimum clearance of 10.8m between the topmost point of the roof of the Former Inwards Parcel Shed</li> </ul>		<p>The following minor non-compliance is noted:</p> <ul style="list-style-type: none"> <li>▪ The lowering of the Tower Soffit by 1m from RL 40 to RL 39. This is a technical non-compliance with the Draft Design Guideline however is proposed in response to internal structural rationalisation at the lower levels of the tower. This</li> </ul>

Guideline	Compliance (Y/N)	Comment
<p>and the underside of any tower generally in accordance with <b>Figure 7: Separation Distances and Setbacks</b></p> <ul style="list-style-type: none"> <li>b. retain the simple form of the Former Inwards Parcel Shed, including the form and shape of the roof, an understanding of the bolted timber post and truss system</li> <li>c. incorporate a building design and materiality that appropriately responds to the Inwards Parcel Shed, the Former Parcels Post Office and Central Station</li> </ul>		<p>design change has been supported by the DIP and is noted in the feedback provided at Error! Reference source not found..</p> <ul style="list-style-type: none"> <li>▪ This design amendment results in a 9m clearance between the topmost point of the roof of the Former Inwards Parcel Shed and the underside of any tower. The reduction of this separation distance of 1 metre will be hardly perceivable and will continue to enable the Parcels Shed to be viewed from close and distant viewpoints as separate building forms.</li> <li>▪ The proposed amendments result in an equal distance between the bottom of the tower and the top of the OSD than that provided between the Upper Ground and OSD creating symmetry with the scale of the Former Inwards Parcel Shed.</li> </ul> <p>The proposed design amendments have been detailed in both the RTS Report and Supplementary Design Report. All design changes have been presented to DPIE, the City of Sydney, GANSW, Design Integrity Panel and the proponents of Blocks B and C.</p>
<p>(8) Development on Block B is to:</p> <ul style="list-style-type: none"> <li>a. ensure the materiality and design of the podium responds to the scale and materiality of the surrounding built form character (e.g. Central Station, Marcus Clarke Building and the Former Parcels Post Office,) and is designed to be visually distinguished from the towers above</li> <li>b. ensure that the scale of the towers do not unreasonably impact views to the former Parcels Post Office building from the north, south and west as shown in <b>Figure 7: Heritage sightlines, views and vistas</b>.</li> </ul>	N/A	Not applicable to Block A
<b>3.2.2 Public Art</b>		

Guideline	Compliance (Y/N)	Comment
<b>Objectives</b> (a) Development is to include an overarching conceptual approach / curatorial rationale for the selection, commissioning and delivery of public art as part of future development applications in a way that ensures the strategic intent, vision, artistic integrity and quality of all public artworks is maintained throughout the process.	Y	Refer to RTS Report.
<b>Design Guidance</b>		
(1) Any future development application for new buildings within the Sub-precinct is to be accompanied by a Public Art Strategy consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.	Y	A Public Art Strategy was provided alongside the original EIS. It is understood that appropriate Conditions of Consent will be provided.
<b>3.3 Mobility</b>		
<b>3.3.1 Pedestrian and cycle network</b>		
<b>Objectives</b> (a) Development will result in a high quality, integrated, permeable and accessible pedestrian and cycle network that gives priority to current and future pedestrian and cyclist movement. (b) An east / west movement corridor will be provided between Blocks A and B, that is open to the sky and which provides pedestrian connection for people of all abilities between Lee Street and the future Over Station Development.	Y	Refer to RTS Report.
<b>Design Guidance</b>		
(1) The location of pedestrian connections is provided in accordance with <b>Figure 2: Publicly accessible managed space and pedestrian connections.</b>	Y	Complies

Guideline	Compliance (Y/N)	Comment
(2) A pedestrian link is to be provided as a corridor to the future over station development. This link is to occur between Block A and B and is to be aligned such that it provides the key view from the over station development pedestrian corridor to the tower of the Marcus Clarke building as shown in <b>Figure 7: Heritage Sightlines, Views and Vistas</b> .	Y	Complies
(3) A pedestrian link is to be created linking north-south through the sub-precinct. This link will facilitate the internal circulation of workers, visitors and pedestrians in comfort from the Western Forecourt to Henry Deane Plaza and the Devonshire Street Tunnel to buildings in Block A and from the north to buildings in Blocks A and B	Y	Complies
(4) Access for pedestrians to the sub-precinct is to be direct and legible, with access points that are highly visible from main approaches including the future Third Square, Western Forecourt, Lee Street, Railway Square, and the future over station development.	Y	Complies
(5) Pedestrian access through the precinct, particularly links from surrounding areas, is to be designed to be at grade where possible.	Y	Complies
(6) The pedestrian and cyclist network will be designed in accordance with the principles of Crime Prevention through Environmental Design (CPTED) principles to be safe and secure with good passive surveillance opportunities.	Y	Complies
(7) Pedestrian connections from Lee Street to the Devonshire Street tunnel will be accessible, step free with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.	Y	Complies
(8) Pedestrian connections from Lee Street to the Over Station Development will be accessible, intuitive, easy to navigate with no	Y	Complies

Guideline	Compliance (Y/N)	Comment
interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.		
(9) The pedestrian network is to: <ul style="list-style-type: none"> <li>a. be aligned with key pedestrian desire lines,</li> <li>b. have generous widths to accommodate the current and future anticipated peak hour pedestrian flows,</li> <li>c. be designed to incorporate opportunities for respite and pause away from primary pedestrian flows,</li> <li>d. be supported by active frontages, and</li> <li>e. be designed to support access for people of all abilities equitably throughout the sub-precinct.</li> </ul>	Y	Complies
(10) Street pavements and material palettes will be consistent with the relevant the City of Sydney's streets codes.	Y	Complies
(11) End of trip facilities of a sufficient scale and design, and must be provided in a location that is clearly visible and which supports direct and intuitive access for its users, including cycle parking for visitors and employees.	Y	Complies
(12) Appropriate facilities for last mile delivery are to be provided.	Y	Complies
<b>3.3.2 Building Entrances</b>		
<b>Objectives</b>	Y	Refer to RTS Report.
(a) Development will ensure building entrance points connect at grade to the adjacent public domain.		
<b>Design Guidance</b>		
(1) Development of Block A will include an entrance and/ or is designed to enable a future entrance, at grade with and close to the entrance to Central Walk West.	Y	Complies

Guideline	Compliance (Y/N)	Comment
(2) Access for pedestrians to each building is to be direct and legible, with access points to the precinct to be highly visible from main approaches including Lee Street, the future Western Forecourt, the north of Block A, the future over station development and the over station development corridor.	Y	Complies
<b>3.3.3 Vehicular Access and Parking</b>		
<b>Objectives</b> (a) Development will enable a future integrated basement comprising all Blocks in the sub-precinct with a consolidated entrance and exit point to the south of the sub-precinct. (b) Development is to be supported by vehicle access arrangements that adapt to the changing needs of the sub-precinct.	Y	Refer to RTS Report.
<b>Design Guidance</b>		
(1) Vehicular access and service entry points are to be provided in accordance with Figure 8: Vehicular Access and Parking.	Y	Complies
(2) All development Blocks are to contribute suitably to the creation of a sufficiently sized basement structure suitable to support the future requirements of the Western Gateway sub-precinct and broader Central Precinct, particularly with regards to waste, service and loading vehicles with supporting loading dock, ventilation, access, egress and fire services.	Y	Complies
(3) All development will make provision for access for emergency vehicles.	Y	Complies
(4) All onsite parking will be provided underground in basement levels.	Y	Complies
(5) Provision is to be made within the basement design for charging stations to service electric vehicles.	N	Technical non-compliance - The proposal for Block A does not provide on-site car parking. It is assumed provision for charging

Guideline	Compliance (Y/N)	Comment
		stations will be made within the broader integrated basement by the proponent of Block B or C.
(6) Development is to ensure the proposed future redevelopment of the Lee Street bus layover is not sterilised.	Y	Complies
(7) The final arrangement of site access is to be provided as follows: <ul style="list-style-type: none"> <li>a. Lee Street (south) site access is to be the primary vehicular access point for the Western Gateway sub-precinct,</li> <li>b. Lee Street (north) access is to be provided until both Block A and C are provided with alternate options for basement entry and servicing. This access is to be closed permanently once alternate options for basement entry and servicing are provided.</li> </ul>	Y	Complies
(8) Development applications for redevelopment of any Block within the sub-precinct is to be accompanied by a traffic management plan that sets out: <ul style="list-style-type: none"> <li>a. proposed measures for managing the effective and safe movement of pedestrians around the site during the construction process,</li> <li>b. how traffic impacts on the surrounding road network will be managed during construction and once the development is operational.</li> </ul>	Y	Complies
(9) Development applications for redevelopment of any Block within the sub-precinct are to be accompanied by an integrated servicing and basement strategy demonstrating how the respective Block will be serviced and how in the final configuration it will contribute to and connect with the integrated basement servicing the entire the sub-precinct. The Strategy is to include details on the following:	Y	Complies



Guideline	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>a. ongoing servicing of Central Station,</li> <li>b. operation of freight and logistics,</li> <li>c. parking and servicing requirements for each of the Blocks within the Western Gateway sub-precinct, and</li> <li>d. future servicing for over and under station developments.</li> </ul> <p>(Note: This may include a consolidated basement with access routes or easements through the site)</p>		
<p>(10)Basement parking areas and structures are to:</p> <ul style="list-style-type: none"> <li>a. be designed to allow for the future connection of abutting basement structures within the Western Gateway sub-precinct in order to deliver a final consolidated integrated basement arrangement for all blocks,</li> <li>b. allow for potential future vertical transportation (goods lift or similar) between the basement level, the proposed over station development deck, and sub-deck level for the distribution of goods and general servicing requirements,</li> </ul>	Y	Complies
<p>(11)Development in the basement is to provide dedicated on-site carparking for:</p> <ul style="list-style-type: none"> <li>a. car share spaces, and</li> <li>b. accessible spaces.</li> </ul>	N	Technical non-compliance - The proposal for Block A does not provide on-site car parking. It is assumed provision for charging stations will be made within the broader integrated basement by the proponent of Block B or C.
<b>3.4 Sustainability</b>		
<b>3.4.1 Sustainability and environmental performance</b>		
<p><b>Objectives</b></p> <p>(a) Development is to give effect to the Actions of the Eastern City District Plan, including:</p> <ul style="list-style-type: none"> <li>• 68 - Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially</li> </ul>	Y	Refer to RTS Report.

Guideline	Compliance (Y/N)	Comment
<p>through the establishment of low-carbon precincts in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects</p> <ul style="list-style-type: none"> <li>69 - Support precinct-based initiatives to increase renewable energy generation, and energy and water efficiency, especially in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects</li> <li>72 - Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise carparking provision where an increase in total floor area greater than 100,000sqm is proposed in any contiguous area of 19 or more hectares.</li> </ul> <p>(b) Ensure development incorporates best practice sustainability and environmental performance measures and initiatives for individual development sites and the whole precinct that:</p> <ol style="list-style-type: none"> <li>minimise greenhouse gas emissions</li> <li>Demonstrate innovation in reducing greenhouse gas emissions through energy efficiency, renewable energy and other measures.</li> <li>reduce the urban heat island effect</li> <li>achieve high levels of waste separation and diversion from landfill</li> <li>minimise consumption of mains potable water</li> <li>improve air quality</li> </ol>		
<p><b>Design Guidance</b></p> <p>(1) Development proposals for new buildings are to be accompanied by an Ecologically Sustainable Development strategy that demonstrates how the following standards will be achieved or exceeded for the relevant developments:</p> <ol style="list-style-type: none"> <li>5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement,</li> </ol>	Y	<ol style="list-style-type: none"> <li>5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement, - <b>Complies</b></li> <li>4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement, - <b>NABERS Hotel rating not applicable for Youth Hostel</b></li> <li>4-star NABERS Water rating for commercial uses, - <b>Complies</b></li> <li>4-star NABERS Water rating for hotel uses, - <b>NABERS Hotel rating not applicable for Youth Hostel</b></li> </ol>

Guideline	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>b. 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement,</li> <li>c. 4-star NABERS Water rating for commercial uses,</li> <li>d. 4-star NABERS Water rating for hotel uses,</li> <li>e. Silver core and shell WELL rating (or equivalent industry standard) for commercial uses,</li> <li>f. Target a 6 star Green Star Design and As-Built rating (version 1.2) but achieve a minimum 5 star Green Star Design and As Built rating (version 1.2).</li> </ul>		<ul style="list-style-type: none"> <li>e. Silver core and shell WELL rating (or equivalent industry standard) for commercial uses,- <b>Complies</b></li> <li>f. Target a 6 star Green Star Design and As-Built rating (version 1.2) but achieve a minimum 5 star Green Star Design and As Built rating (version 1.2). - <b>Complies</b></li> </ul>
(2) Buildings are to be designed to achieve net zero emissions by being highly efficient and using a minimum of 100% renewable electricity (by maximising on-site generation and offsite renewable energy procurement).	Y	Complies
(3) All new buildings are to be designed to incorporate suitable self-shading elements to minimise undesirable solar gain and improve the passive sustainability performance of buildings. Self-shading elements are encouraged to be external where suitable.	Y	Complies
(4) Development is to apply the principles of biophilia in design, such as incorporating green walls and roofs.	Y	Complies
(5) Development is to consider Urban Green Cover in NSW Technical Guidelines (OEHL, 2015) ND Greener Places (OGA), and the draft Greener Places Design Guide.	Y	Complies
(6) Development is to protect current or future residents and workers from noise, vibration and air pollution.	Y	Complies
<b>3.4.2 Water Management</b>		
<b>Objectives</b>	Y	Refer to RTS Report.
(a) Development is to ensure that there is no increase to existing flooding and a reduction in existing flooding.		

Guideline	Compliance (Y/N)	Comment
(b) Development reduces the effects of stormwater pollution on receiving waterways.		
(c) Development encourages sustainable water use practices and reduces demand on mains potable water.		
<b>Design Guidance</b>		
(1) All new development is to provide an Integrated Water Management Strategy that illustrates how buildings will be designed to maximise water efficiency and that can connect to future networks including but not limited to the George Street recycled water scheme network. The strategy is to: <ul style="list-style-type: none"> <li>a. Include provision of dual plumbed water systems to enable utilisation of the recycled water network for permitted non-potable uses which may include flushing, irrigation, fire fighting and certain industrial purposes</li> <li>b. Identify how rainwater and / or stormwater will be harvested and reused on site to maximise sustainable water reuse</li> <li>c. Detail how the development will be designed to enable future connection to the George Street recycled water scheme network.</li> <li>d. Identify opportunities for water sensitive urban design including green walls and roofs.</li> </ul>	Y	Complies
(2) Development is to manage and mitigate flood risk and must not exacerbate the potential for flood damage or hazard to development and to the public domain.	Y	Complies
(3) Development is to include measures that reduce the effects of stormwater pollution on receiving waterways.	Y	Complies
(4) Development is to consider and include Water Sensitive Urban Design (WSUD) measures to improve stormwater quality flowing into waterways, and potentially include:	Y	Complies

Guideline	Compliance (Y/N)	Comment
<ul style="list-style-type: none"> <li>a. gross pollutant traps;</li> <li>b. passive irrigation;</li> <li>c. bio-retention areas; and</li> <li>d. rainwater harvesting.</li> </ul>		
(5) Building flood planning levels will be set above the 1% AEP flood level.	Y	Complies
(6) Car park entrances are ramped up to above the 1% AEP flood level + 0.5m, or the probable maximum flood level (whichever is the higher).	Y	Complies
(7) Development is to reduce the baseload pollutant levels in the water quality in the: <ul style="list-style-type: none"> <li>a. Baseline and annual pollutant load for litter and vegetation larger than 5mm by 90%,</li> <li>b. Baseline and annual pollutant load for total suspended solids by 85%,</li> <li>c. Baseline and annual pollutant load for total phosphorous by 65%, and</li> <li>d. Baseline and annual pollutant load for nitrogen by 45%.</li> </ul>	Y	Complies
<b>3.4.3 Waste Management</b>		
<b>Objectives</b>	Y	Refer to RTS Report.
(a) Development is to refer to the City of Sydney's Guidelines for Waste Management in New Developments		
(b) Development is to include a waste management system that maximises resource recovery to: <ul style="list-style-type: none"> <li>a. Reduce the amount of construction and demolition waste going to landfill.</li> </ul>		

Guideline	Compliance (Y/N)	Comment
b. Reduce amount of waste generated in the operation of a development from going to landfill and maximise resource recovery.		
<b>Design Guidance</b>		
(1) A Waste and Recycling Management Plan consistent with City of Sydney's Guidelines for Waste Management in New Developments is to be submitted with any DA and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.	Y	A Waste Report was submitted alongside the original EIS and was prepared in accordance with the City's Guidelines as well as the requirements of the draft Design Guide.
<p>(2) The Waste and Recycling Management Plan is to include the following with regards to the management of demolition and construction waste:</p> <ul style="list-style-type: none"> <li>a. details regarding how waste is to be minimised during the demolition and construction phase;</li> <li>b. estimations of quantities and types of materials to be re-used or left over for removal from the site;</li> <li>c. details regarding the types of waste and likely quantities of waste to be produced;</li> <li>d. a site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas;</li> <li>e. targets for recycling and reuse;</li> <li>f. nomination of the role/person responsible for ensuring targets are met and the person responsible for retaining waste dockets from facilities appropriately licensed to receive the development's construction and demolition waste;</li> <li>g. confirmation that all waste going to landfill is not recyclable or hazardous; and</li> </ul>	Y	Noted - A Waste Report was submitted alongside the original EIS and was prepared in accordance with the City's Guidelines as well as the requirements of the draft Design Guide.

Guideline	Compliance (Y/N)	Comment
h. measures to reuse or recycle at least 90% of construction and demolition waste.		
<p>(3) The Waste and Recycling Management Plan is to include the following with regard to the management of operational waste:</p> <ul style="list-style-type: none"> <li>a. plans and drawings of the proposed development that show: <ul style="list-style-type: none"> <li>i. the location and space allocated within buildings to the waste and recycling management systems;</li> <li>ii. the nominated waste collection point/s for the site; and</li> <li>iii. the path of access for users and collection vehicles.</li> </ul> </li> <li>b. details of the on-going management of the storage, separation and collection of waste and recycling, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas; and</li> <li>c. where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste and recycling management arrangements.</li> <li>d. Measures to reuse or recycle at least 90% of construction and demolition waste, and 75% of waste from industrial, commercial and residential operations, with an aim of 90%.</li> </ul>	Y	Noted - A Waste Report was submitted alongside the original EIS and was prepared in accordance with the City's Guidelines as well as the requirements of the draft Design Guide.
(4) Development is to provide adequate space within buildings for waste infrastructure and accessibility for waste collection vehicles.	Y	Complies – adequate provision for waste collection is provided for both the Day 1 and Day 2 scenarios.
(5) Development is to consider provision of a space specifically set aside to accommodate Container Deposit Scheme Infrastructure.	Y	Noted
(6) Development is to identify and consider building and or precinct-	Y	Noted

Guideline	Compliance (Y/N)	Comment
scale solutions including <u>onsite separation of food waste</u>		