Sun Protection Controls Heights Map - including Airport PANS OPS heights (RLs AHD)
05 | Public views

There are a number of key views within Central Sydney, to and through parks and other well-used public spaces, that help define Sydney. Examples of significant views include:

- Views toward Central Station clock tower: These are significant due to the tower’s historically physical prominence in the city’s landscape.
- Views along Martin Place: These are important due to Martin Place’s significance as a gathering place.
- Views to and from Observatory Hill: These are significant due to Observatory Hill’s strategic role in the city’s history, in milling, defence, communications, astronomy and time keeping. These functions have required the surrounding views and visual alignments to remain open. Observatory Hill’s physical prominence relative to city development should be maintained.

New development must be designed to make a positive contribution to the characteristics and composition of designated public views. These public views should be preserved and have priority over private views.

Objectives

- To identify and preserve significant views from public places

Priority Action

5.1 Identify and map significant views from public places and construct view planes to preserve and protect the following views:

1. View and silhouette of Central Station Clock Tower
2. View of western sky looking from Martin Place
3. View and silhouette of Sydney GPO clock tower looking from Martin Place
4. View and silhouette of Sydney Hospital looking from Martin Place
5. View of the harbour from Observatory Hill
6. View of Macquarie Lighthouse looking from Observatory Hill
7. View of the horizon between Thompson’s Corner and Observatory Park, Pennant Hills, looking from Observatory Hill

5.2 Identify public views along streets and require development to respond positively as a backdrop to them

5.3 Encourage opening new views from the city to Sydney Harbour and foreshore
View protection planes and Sydney Harbour views
06 | Design excellence

Competitive design processes and the concept of design excellence are already well-established in Central Sydney. Central Sydney is a very complex and intensely developed environment. In this context, highly integrated analysis is necessary to deliver the highest standard of architectural, urban and landscape design.

As development projects become more complex, design approaches to problem solving provide a systematic way to understand and manage these high levels of complexity. More integrated design approaches to design excellence will be necessary as Central Sydney continues to grow.

Objectives

• To strengthen the City of Sydney’s competitive design processes
• To deliver projects that achieve the highest standard of design excellence
• To ensure that planning, urban design, architecture, landscape architecture, infrastructure, the public domain, landscape, utility and aesthetics are all key determinants of design excellence and have input into the design process from the initial feasibility/master planning phase through to project completion
• To recognise that design excellence requires a creative, iterative and multidisciplinary approach
• To ensure that the design excellence process provides outcomes that balance public and private interests
• To ensure the sum of design excellence outcomes creates an environment to support the most liveable, diverse, vibrant and sustainable city for its people
• To increase awareness of the value of good design
• To support the development of professional capability to deliver design excellence
• To support the long-term economic sustainability of the professions that deliver design excellence
• To drive continual improvement in design outcomes
• To ensure developments are delivered and maintained to approved design excellence standards
• To maintain and uphold the highest quality of jury expertise

Priority actions

6.1 Encourage a design-led iterative process between Proponent and Consent Authority to be used to maximise strategic floor space prior to the lodgement of a Planning Proposal

6.2 Establish a prequalified list of highly experienced jurors to judge significant sites

6.3 Ensure the highest level of design skill is leveraged through the competitive process for sites in Central Sydney

6.4 Encourage a co-operative process between Proponent and Consent Authority post-competition for sites where very complex and/or unusually technical constraints require an integrated approach

6.5 Enhance the design integrity requirements to ensure the design excellence qualities of the winning scheme are maintained or improved on throughout design development, application lodgement, application amendments and completion of the project

Other actions

6.6 Encourage use of design processes and options testing in early stages of strategic planning and master planning prior to the lodgement of a detailed Development Application or Planning Proposal

6.7 Celebrate excellent design outcomes to build public dialogue and awareness of the value of design by encouraging:
- Public talks
- Exhibitions and the publishing of design competition processes and outcomes
- The establishment of awards for best design competition outcomes

6.8 Collaborate and leverage shared resources with industry bodies to disseminate a consistent understanding of design excellence, to include the Australian Institute of Architects, the Australian Institute of Landscape Architects, the Planning Institute of Australia and the Property Council of Australia

6.9 Encourage industry bodies to initiate professional development courses focused on design excellence processes to build the capability of future competition participants

6.10 Implement processes that ensure developments are delivered and maintained to approved design excellence standards

6.11 Review the City’s Competitive Design Policy periodically to ensure continuous process innovation and improvement

6.12 Establish and uphold a consistent understanding of design excellence across Local and State Government to ensure consistency and integration across the two tiers of government

6.13 Lend support in streamlining competition management processes by sharing knowledge and providing guidelines and template systems

6.14 Support research on design excellence and knowledge sharing between research institutions and industry bodies

6.15 Sustain and expand the field of registered architects participating in competitions to achieve better outcomes through various processes including encouraging the use of open competitions and encouraging partnerships between emerging design practices and established firms

6.16 Develop criteria for determining significant sites requiring a prequalified jury
07 | General built form controls

The predominant typology of Central Sydney’s built form is a consistent street wall, with tall buildings and towers set back above the street wall. This configuration manages impacts on the amenity of the public domain and surrounding development. Elements will perform in the following ways:

- **A tower** that is set back from its site boundaries and sits on a building podium creates a space around it that provides light and air into the street.

- **A building podium** maintains definition of the street at a reasonable scale while managing the climatic effects of tall buildings including downdrafts, wind funnelling, reducing daylight and overshadowing.

- **Street walls** establish areas of special character throughout Central Sydney as a result of variations in their scale and articulation.

- **Heritage items** create space between towers that allow more sunlight, daylight and air to reach the street.

Issues of scale, daylight, wind and character arising from tall buildings can be managed by controlling:

- Street frontage heights
- Setbacks
- Building separations
- Maximum tower area and dimensions

**Objectives**

- To maintain daylight and sunlight in streets, lanes and public places
- To manage the wind impacts of development on streets, lanes and public places so that they are safe and comfortable for people
- To allow air movement to disperse pollution and to cool streets, lanes and public places
- To ensure that occupants of tall buildings have access to daylight and outlook by providing good separation from site boundaries (and surrounding buildings as a result)
- To ensure small sites that are unable to provide setbacks do not develop as towers
- To establish street wall heights in Central Sydney appropriate to context and location
- To ensure that tall buildings are designed to be seen from all sides
- To promote streets and laneways as important public places
- To ensure adequate setbacks, separations and articulation are provided to maintain a layered edge of towers on the perimeter of Central Sydney

**Priority actions**

7.1 Stipulate street frontage heights, street setbacks, and side and rear setbacks to ensure that tall buildings develop as a tower on a podium form ensuring amenity in public places

7.2 Incorporate a system for variation to street frontage height and street frontage setback controls to allow a reasonable amount of flexibility while maintaining amenity in public places

7.3 Set minimum outlook controls

7.4 Maintain light and air by generally not allowing, and in special circumstances, carefully managing, the development of tall buildings over heritage items
4_26
Historical street wall pattern of development

4_27
Example of tower form without podium (typical of the Modern period)

4_28
Preferred tower and podium typology

4_29
Tower building with no streetwall setback results in limited sky view

4_30
Tower setback from podium streetwall increases sky view
08 | Street frontage height and street setbacks

Street frontage height and street setbacks influence public amenity and contribute to the enjoyment of Central Sydney’s public places.

Objectives
• To define streets in Central Sydney with consistent building edges at the street frontage to an appropriate height that provides a comfortable scale, interesting character, and environmental safety for pedestrians
• To recognise the variety and patterns of street wall heights throughout Central Sydney
• To link street frontage heights to building height
• To provide setbacks above the street frontage to promote good primary separation between towers across streets, and maintain daylight, views to the sky and a sense of openness in the street
• To promote visually interesting street wall facades
• To protect long, low views of open sky and landmark features

Priority actions
8.1 Ensure new development is consistent with street frontage height and street setback provisions
8.2 Provide clear, measurable tests for the variation of street frontage height and street setback controls

Other actions
8.3 Ensure street frontage heights of new development respond to Special Character Areas and overall building height and width of adjacent streets and lanes (refer to 4_31)
8.4 Maintain street setbacks of 8m for all streets and lanes and ensure setbacks extend for the full height of the building above the street wall and are fully open to the sky, without any obstruction
8.5 Allow variation to street setbacks based on an encroachment within the middle third of the frontage and compensating recess framework or through modelling of equivalent daylight and wind conditions in the public domain

09 | Side and rear setbacks, separation and outlook

Setback and separation between tall buildings allows for sunlight in public places and for ventilation of city streets. Providing outlook for future occupants provides for future occupant amenity and ensures developments do not borrow amenity from adjoining sites.

Objectives
• To ensure tower forms are appropriately set back from side and rear boundaries to:
  – Allow sufficient light and air into the street
  – Provide outlook to building occupants
  – Provide definition to building podiums
  – Ensure that tower forms appear “in the round”
• To ensure self-sufficiency of towers so that they have enough space around them to provide for light, air and outlook entirely within the site area
• To avoid the appearance of a contiguous “wall of towers”, where groups of tall buildings appear as one solid mass
• To promote separate building forms that create a layered visual effect when viewed from a distance

Priority actions
9.1 Ensure new development is consistent with side and rear setback provisions
9.2 Ensure new development is consistent with outlook provisions
9.3 Ensure provisions are consistent with SEPP 65 and Apartment Design Guide requirements for residential apartment and serviced apartment buildings

Other actions
9.4 Ensure side and rear setbacks provided within the site boundaries are not less than 3.33 per cent of the height of the building or 4m, whichever is greater, to a maximum of 8m to provide light and air to public places. The required setback should be consistent for the full height of the building above the street frontage height (refer to 4_31)
9.5 Allow variation to side and rear setbacks through modelling of equivalent daylight and wind conditions in the public domain
9.6 Ensure all windows and balconies have sufficient outlook provided within the site boundaries and adjacent public places generally within a 90-degree conical field extending from the window/balcony with the following minimum dimensions (refer to 4_32)
9.7 Side and rear setbacks and outlook are measured from the site boundary and do not include easements, setbacks or heritage items on adjacent sites
Street Frontage Height

Ensure street frontage heights of new development respond to overall building height and width of adjacent streets and lanes.

<table>
<thead>
<tr>
<th>Range of Street Frontage Heights</th>
<th>Proposed total height of building</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Up to 55m</td>
</tr>
<tr>
<td>Frontage to a street</td>
<td>20–35m*</td>
</tr>
<tr>
<td></td>
<td>Or 20–45m for street block corner sites less than 1000m²</td>
</tr>
<tr>
<td>Frontage to a lane</td>
<td>20–45m</td>
</tr>
</tbody>
</table>

* Allow street frontage height to increase up to 45m for some classes of buildings to accommodate commercial floor space

Outlook

Ensure all windows and balconies have sufficient outlook provided within the site boundaries and adjacent public places generally within a 90-degree conical field extending from the window/balcony with the following minimum dimensions.

<table>
<thead>
<tr>
<th>Minimum Outlook Field depths</th>
<th>Window or balcony height above ground</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Up to 12m</td>
</tr>
<tr>
<td>Residential, serviced apartments and other forms of self-contained accommodation</td>
<td>Primary windows to living spaces and associated balconies</td>
</tr>
<tr>
<td></td>
<td>Other windows or balconies</td>
</tr>
<tr>
<td>All other forms of accommodation (e.g. non self-contained hotel rooms)</td>
<td>All windows and balconies</td>
</tr>
<tr>
<td>All uses not covered elsewhere in this table</td>
<td>Balconies and windows to areas other than common circulation spaces windows to common circulation spaces</td>
</tr>
<tr>
<td></td>
<td>Windows to common circulation spaces</td>
</tr>
</tbody>
</table>

* Windows and balconies may be built to any site boundary adjacent to a Public Place up to the Street Frontage Height
10 | Built form massing – tapering and maximum dimensions

A lightness of form is important to the overall shape of a city. Buildings that are massive and bulky can create a feeling of oppressiveness, blocking sunlight and views.

Objectives

• Ensure that buildings are slimmest at their peaks, so that in the overall city form, buildings are perceived as less bulky

Actions

10.1 Ensure new development is consistent with provisions regulating maximum tower dimensions, street overhangs and building tapering

11 | Heritage

Central Sydney contains many very significant and unique buildings and areas significant not only locally but for the state and nation. The dispersed locations of heritage items throughout Central Sydney provides variety of height and character to the otherwise very high continuous street walls. The community places high value on these items and areas; planning controls have evolved that protect them.

Heritage planning aims to ensure that significant elements of the past are appropriately managed and respected by new development. Heritage conservation does not preclude change but rather responds to constraints and opportunities offered by heritage buildings and areas. Changes should respect the heritage significance of the item or area, including associated settings, views and "fabric", the physical material of a place including its surroundings and contents.

Objectives

• To ensure that heritage significance is considered for heritage items and development affecting archaeological sites and places of Aboriginal heritage significance, including associated fabric, settings and views
• To enhance the character and heritage significance of heritage items
• To ensure that new development is designed to respond positively to the heritage character of adjoining and nearby buildings and features of the public domain.
• To maintain the curtilage of heritage items and daylight to adjacent public places

Actions

11.1 Undertake a site-by-site analysis to determine whether to allow vertical additions to or development above each heritage item

11.2 Require careful consideration of heritage value before permitting vertical additions to or development above heritage items
12 | Special Character Areas

Central Sydney contains a number of areas with special and distinctive character that the community consider to be of significance and that are important to the identity and character of Central Sydney: these are called “Special Character Areas”.

These areas include a number of distinctive qualities: a character unmatched elsewhere in Central Sydney; a concentration of heritage items and streetscapes; high cultural significance and a focus on public life. In addition, they often include a highly distinctive element in the public domain or are centred around a significant park or other public space.

Objectives

- To retain and enhance the unique character of Special Character Areas
- To ensure development has regard to the fabric and character of Special Character Areas in scale, proportion, street alignment, materials and finishes
- To reinforce the distinctive attributes and qualities of buildings in Special Character Areas
- To conserve and protect heritage items and their settings
- To maintain a high level of sunlight and daylight access to streets, lanes, parks and other public domain spaces
- To conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic significance

Actions

12.1 Provide clear guidance about permissible heights and setbacks in Special Character Areas by way of detailed Special Character Area Maps

12.2 Provide clear guidance where higher heights will not be considered to preserve the character and significance of Special Charater Areas

12.3 Clarify and update special character area street frontage height and street setback controls consistent with Appendix E – Special Character Areas
13 | Heritage floor space

A transferable heritage floor space scheme to encourage heritage conservation in Central Sydney has been in existence since 1971. It was originally conceived to enable the unrealised development potential of a heritage-listed building to be sold and used elsewhere in Central Sydney where a floor space bonus was available. The transfer is dependent on agreed conservation works being completed and a covenant or similar instrument being placed on the land title of the heritage building extinguishing its development potential.

Objectives

- To establish a framework for the transfer of development potential from the site of a heritage building to another site
- To provide an incentive for the conservation and ongoing maintenance of heritage buildings
- To ensure the operation of the Heritage Floor Space Scheme does not unreasonably delay the delivery of development
- To promote transparency of the Heritage Floor Space Scheme to provide certainty for proponents

Actions

13.1 Extend the Heritage Floor Space Scheme to expanded Central Sydney areas

13.2 Implement an Alternative Heritage Floor Space Allocation Scheme. At the election of the landowner and for a temporary period, allow Council to enter into agreements which may lead to the allocation of Heritage Floor Space being deferred to a specified time or, in the event that Heritage Floor Space cannot be obtained, replaced with an alternative arrangement of equal or greater heritage value

13.3 Ensure that the requirement to allocate Heritage Floor Space in respect to accommodation floor space applies only to development that has a building height greater than 55 metres

13.4 Consider the need to continue incentivising heritage conservation in Central Sydney

13.5 Investigate other means for encouraging and achieving heritage conservation.

13.6 Review the Heritage Floor Space Scheme including rates or awards, allocations and projected supply and demand

13.6 Consider expanding the transferable floor space scheme to other markets, including ecologically sustainable development upgrades for existing lower-grade office buildings
14 | Delivery of infrastructure and affordable housing

New workers, residents and visitors to Central Sydney will increase the demand for a range of infrastructure including transport, parks and squares, affordable housing, cultural facilities, and community and social support services, as well as essential services such as energy, telecommunications, waste and water.

Development contributions collected under Section 61 of the City of Sydney Act 1988 cannot fund all the infrastructure, so fresh approaches are needed to ensure the critical infrastructure needed to support growth in Central Sydney can be provided.

Objectives

- To ensure that as the number of new workers, residents and visitors in Central Sydney grows, the infrastructure required to support that growth is provided
- To identify funding streams and appropriate planning mechanisms for the delivery of infrastructure

Priority actions

14.1 Introduce an affordable housing contribution framework

14.2 Develop contributions framework for planning proposals that seek to increase floor space

Other actions

14.3 Develop a Central Sydney Infrastructure Plan in consultation with the community and with appropriate state government organisations. The Plan is to identify the need for infrastructure in Central Sydney so that it can inform future infrastructure planning

14.4 Review the Central Sydney Development Contributions Plan 2013 following the next census

14.5 Recognise affordable housing as part of the critical infrastructure that is needed to ensure the economic and socially sustainable growth of Central Sydney

14.6 Develop a policy framework for the public to share in the value created by changes to the planning controls as a means of providing the additional infrastructure needed to support the additional growth. Sharing in the value may be via dedicating land or floor space, for example for improved public domain, or via monetary contribution for the provision of infrastructure
15 | Pedestrians

Walking is a very important component of access and transport in Central Sydney. The Strategy encourages improving the pedestrian experience in relation to safety, flow, comfort and navigation.

Objectives

• To ensure pedestrian safety and comfort is provided throughout and into Central Sydney
• To ensure that walking is prioritised
• To increase the permeability of Central Sydney for pedestrians when travelling east–west with equitable and diverse paths of travel provided

Actions

15.1 Produce in partnership with the NSW Government, a pedestrian guidance for Central Sydney that includes Level of Service tools and guidelines for footpath widths, arrangement and design
15.2 Collect comprehensive pedestrian movement data and establish a predictive pedestrian model for Central Sydney
15.3 Redesign streets and intersections to minimise pedestrian movement restrictions
15.4 Improve the pedestrian routes to and from Central Sydney, in particular: through the Domain from Potts Point and along Oxford Street from the east; at the ends of the Pyrmont Bridge from the west, through and around Central Station from the south; and, from the Harbour Bridge in the north, consistent with the City’s Walking and Action Plan and Livable Green Network Strategy
15.5 Identify street blocks where through-site links should be provided in order to increase the permeability of Central Sydney east–west
15.6 As the density of workers and residents in Central Sydney increases, improve the quantity and quality of pedestrian space, including: footpaths, pedestrian streets and squares
15.7 Increase comfort and level of service at intersections and reduce pedestrian wait times
15.8 Extend the coverage of awnings to provide pedestrian shelter from rain, sun and wind
15.9 Investigate extension of existing pedestrian streets, for example: Pitt Street between King and Hunter Streets and further extensions to the George Street pedestrian zone
15.10 Require consolidation and shared driveway access. Prohibit driveways on streets with intense pedestrian traffic, or where vehicle access will conflict with future public transport corridors
15.11 Investigate extending underground pedestrian networks associated with existing and new rail stations
15.12 Advocate for transport planning authorities to prioritise pedestrian safety and comfort in decision-making regarding Central Sydney

16 | Cycling

The Strategy promotes cycling within Central Sydney as a healthy and efficient form of transportation that is sustainable and safe. It aims, where possible, to make Central Sydney a more cyclist-friendly place.

Objectives

• To promote cycling as a safe and convenient transport choice in Central Sydney

Actions

16.1 Implement the Inner Sydney Regional Bike Plan – finish missing links to inner ring suburbs
16.2 Further encourage facilities for bicycle delivery services
16.3 Ensure end-of-trip facilities are available for all cyclists
16.4 Investigate the feasibility of public bike hire
17 | Public transportation

There are many important developments for Central Sydney relating to public transportation including the introduction of CBD, South East Light Rail and Sydney Metro. Supporting employment growth in Central Sydney will require enormous transformation of public transportation with an integrated approach that considers the use of bus, light rail and heavy and metro rail, how to get between stations, and connections and ensure safety for all users.

Objectives

• To support the improvement and growth of heavy and metro rail in Central Sydney
• To promote the efficient operation of surface public transport (bus and light rail)
• To improve modal interchange and co-locate them with public open space
• To increase safety for all users
• To extend the public transport network around Central Sydney
• To remove bus layovers from Central Sydney
• To reduce bus numbers in Central Sydney

Actions

17.1 Plan for and protect future routes for additional light rail services and combine these with future new pedestrian streets (for example, Elizabeth Street)

17.2 Advocate for further public transport connections to the Bays Precinct and areas not currently well served, including the areas north of Parramatta Road

17.3 Study long-term solutions that reorganise bus and light rail routes and stops to maximise their efficiency and increase safety while freeing street space for pedestrians. Minimise bus turning to promote safety and minimise layover to save space

17.4 Project future potential high-growth pedestrian areas using pedestrian movement data to inform priority projects and precincts

17.5 Investigate combining modal interchange with existing and new pedestrian squares. For example: investigate the repurposing the Cahill Expressway as a bus interchange; and, investigate making Park Street, at the new Town Hall Square, a bus-only street and interchange

17.6 Promote new stations in the less well-served southern part of Central Sydney

17.7 Promote bus/train interchange outside Central Sydney and advocate against projects that will increase bus numbers in Central Sydney

18 | Private motor vehicles

Private motor vehicles require more space to move less people than any other transport mode in Central Sydney. Their spatial inefficiency undermines the ability to promote the efficiency, comfort and safety of other modes of transportation.

Objectives

• To eliminate through traffic from Central Sydney
• To increase safety for the full range of users of the streets in Central Sydney
• To reallocate road space to higher capacity transport modes including walking
• To provide for taxis and other hire vehicles

Actions

18.1 Promote changes to the local street network and new connections within the arterial network to reduce and eventually eliminate through traffic from Central Sydney

18.2 Investigate weekly car free hours commencing with areas of highest pedestrian concentration, for example, throughout the shopping precinct during weekend afternoons in peak shopping seasons (i.e. sales and pre-Christmas rush times)

18.3 Advocate for cordon charging in Central Sydney or broader road pricing

18.4 Investigate progressive introduction of lower traffic speeds throughout Central Sydney to increase safety for all road users
19 | Loading and servicing

High-density land uses in Central Sydney generate significant demand for delivery and service vehicles, and their loading and servicing. At the same time, the location of site entries and driveways can have profound impacts on the functioning and character of Central Sydney. Careful management is needed to limit impacts on the traffic network, reduce demand on kerbside loading space and allow the efficient operation of surface public transport.

Objectives

- To ensure servicing and delivery is convenient while limiting its impacts on other users
- To improve the efficiency of parcel delivery, and reduce impacts on the street network

Actions

19.1 Develop incentives for a precinct-based approach to commercial vehicle management, including the use of innovative open-access loading docks or shared servicing facilities. These will be capable of accommodating demand from new developments, while also serving existing heritage sites and small sites which may not have on-site parking or loading

19.2 Create dedicated small delivery consolidation points or incentivise in development] to allow more “last-mile” parcel delivery to be achieved by foot, cargo cycle courier, or electric vehicle.

19.3 Encourage self-storage facilities, particularly in retail precincts, to reduce the need for multiple small consignments

19.4 Investigate loading on widened footpaths at low pedestrian volume periods, i.e. at night

20 | Car parking

Central Sydney now has approximately 50,000 off-street parking spaces, divided between resident parking, tenant parking and publicly accessible parking stations. As Central Sydney and its surrounds grow, the pressures increase of managing street space, including car parking.

Objectives

- To stabilise and eventually decrease parking supply in Central Sydney
- To minimise conflict with pedestrians by consolidating site access

Actions

20.1 Investigate planning and market mechanisms to limit total parking supply while facilitating the retirement and/or transfer of some existing parking supply to new development sites

20.2 Require consolidation and shared driveway access.

20.3 Prohibit driveways on streets with intense pedestrian traffic, or where vehicle access will conflict with future public transport corridors

20.4 Where significant access consolidation is proposed, consider innovative solutions, including the connection of basement levels beneath existing public streets
21 | Streets, lanes and footpaths

The physical environment of Central Sydney’s streets makes an important contribution to Sydney’s profile as a Global City. High-quality street design aligns with the strategy to attract high-productivity workers.

Public streets, laneways and footpaths provide permanent pedestrian and vehicle connections through the city at all hours. A hierarchy of streets and lanes articulate the urban grain, provide permeability of movement and define vistas and views within and beyond Central Sydney. In Sydney, the alignment of streets often expresses the topographic and landscape structure of the city.

Pedestrians should be offered opportunities to walk through the City at the ground level with comfort and ease to promote a lively and safe public domain.

Pedestrian and bike networks increase opportunities for people to move around, maintain or improve their health and reduce the environmental and economic impacts of congestion caused by private car use.

Pedestrian overpasses are discouraged because they enclose public space and block views along streets and reduce daylight. For these reasons, new pedestrian underpasses should not be considered.

Objectives

- To ensure the street environment of Central Sydney achieves excellence in design and amenity as appropriate for a Global City
- To maximise the efficiency of transport through the comprehensive, integrated design of streets
- To ensure that streets prioritise pedestrians, cycling and transit use
- To create new connections between streets
- To retain and enhance laneways
- To maximise street life
- To minimise obstructions to views and vistas along streets

Actions

21.1 Redesign streets with high-quality finishes, furniture and fittings particularly focusing on the southern areas of Central Sydney

21.2 Research, understand and incorporate innovations in streets from elsewhere in the world

21.3 Plan for improved connections to the western waterfront with diverse, alternate and equitable paths of travel provided

21.4 Increase and improve tree planting

21.5 Declutter streets by removing unnecessary elements, like bollards, and by considering how necessary public elements in streets, such as public toilets, information kiosks and furniture storage, can be provided for on private land

21.6 Ensure private developments incorporate space at ground level for appropriate pedestrian circulation at entries, while ensuring active frontages

21.7 Improve wayfinding

21.8 Ensure clear footpath widths are maximised

21.9 Ensure streets are designed to include footpath extensions at intersections

21.10 Identify areas of high pedestrian activity where loading is to be provided on footpaths outside peak pedestrian periods during the week (e.g. Pitt Street)

21.11 Provide designs that naturally calm traffic speeds to a maximum of 30 kilometres per hour on local streets and 10 kilometres per hour on laneways

21.12 Retain existing public and private laneways

21.13 Prohibit bridges and projections other than awnings over streets and lanes which overshadow them or obstruct views

21.14 Ensure development adjacent to lanes:
- Includes active uses at ground level to encourage pedestrian activity
- Enhances pedestrian access and activity
- Avoids bridges and projections over lanes which overshadow the lane, obstruct a view or vista or impede pedestrian activity at ground level
- Provides access for service vehicles only as necessary and manages any conflict with pedestrian functions

21.15 Provide new underpasses to directly connect from adjacent streets to public transport and substantially improve pedestrian dispersal, safety and access
22 | Open space and public domain

Central Sydney is supported by an interconnected network of public places, including streets, lanes, parks, squares and plazas. Public space is critical to the public life of Central Sydney. At a basic level, a well-connected and high-quality network of public places is necessary for people to move around Central Sydney.

Central Sydney must provide a diversity of public places to suit diverse needs. In such a dense and constrained urban environment, streets and lanes are an important component of the public space network. They connect public spaces and, where vehicular access is managed, prioritise the needs of pedestrians.

Objectives
- To ensure that growth in Central Sydney is supported by a high-quality network of public places
- To connect people to a diversity of public open spaces
- To ensure the public domain promotes the public life of the City

Actions

22.1 Implement existing Public Domain Plans for Harbour Village North, City North and Chinatown

22.2 Develop a Consolidated Public Domain Strategy for Central Sydney that:
- Incorporates Precinct Public Domain Plans, and identified projects
- Includes Public Domain Plans for the Western Edge, Midtown and Southern precincts, addressing their specific issues and challenges
- Establishes a balanced provision of high-quality open space throughout Central Sydney, particularly addressing issues of provision, quality, connection and accessibility in the Western Edge, Midtown and Southern Precincts
- Ensures that the use of existing open public space in Central Sydney is maximised
- Further develops the George Street Pedestrian Spine and Three Squares concept, considering Martin Place and Wynyard as a possible additional significant cross-axis
- Incorporates future transport routes and interchanges
- Supports the growth of worker, resident and visitor numbers

22.3 Ensure development of new metro stations is tied to significant improvement of surrounding public places

22.4 Connect gaps in the network of open space that surrounds Central Sydney by delivering high-quality, green and pedestrian priority links at the south between Darling Harbour, Railway Square and Belmore Park via Quay Street and Hay Street; and improved connection between the Ultimo Pedestrian Network and Railway Square

22.5 Investigate and identify opportunities to improve connectivity to the existing ring of open space surrounding Central Sydney, particularly in the Western Edge, Southern and Midtown Precincts by:
- Strengthening existing connections to open space, addressing issues of legibility, quality and ease of access
- Providing through-site links within significant new development in the Western Edge Precinct, particularly on street blocks between Clarence and Sussex Streets, where the grade is most difficult, and between Erskine and Bathurst Streets, where at grade connections are not currently possible

22.6 Address the undersupply of public space in Central Sydney by:
- Progressing development of a future Town Hall Square
- Extending the pedestrianisation of George Street to Railway Square

22.7 Identifying opportunities to provide new and additional public open space through significant new development, particularly in the Western Edge, Southern and Midtown Precincts

22.8 Improve the quality and accessibility of existing significant open spaces to provide a higher intensity of use:
- In all open spaces: Consider additional seating to support increased visitation
- In Hyde Park: Investigate a pedestrian connection over Park Street to unite the two halves of the park and provide better pedestrian connectivity through Hyde Park between the north and south precincts
- In Belmore Park: Investigate opportunities for better connections to surrounding development, and consider improvements to support increasing intensity of use
- On Observatory Hill: Improve access and consider the impacts of likely higher usage by the area’s increased worker and resident populations

22.9 Manage the impact of digital and illuminated signage on the public domain
Open space actions

- Public space >500m²
- Areas of deficiency to be addressed
- Strategic connections
- Existing at grade connections
- Existing through-site link or indirect connection
- Investigate future through-site link
- Pipeline projects
- New public spaces (in pipeline)
- Contains privately owned publicly accessible open spaces
- Infrastructure as barrier
- Priority projects
23 | Ground-level frontages

Active ground-level frontages are attractive, create life at street level and provide important services that help local employers attract the best employees. Central Sydney’s specialised retail, food and beverage, entertainment and general services are a key factor in ensuring its attractiveness as a premier place to work. Maintaining and increasing the provision of these facilities is a key component of the Strategy to maintain the attractiveness of Central Sydney as the most prestigious employment location in Australia.

The public domain and pedestrian environment should be characterised by excellence in design, high-quality materials and well-integrated public art. A diverse range of activities should be provided at street level to reinforce the vitality and liveliness of the public domain that attract different people at different times of the day and provide services at all hours.

Active frontages to streets are encouraged so activities within buildings can positively contribute to the public domain. Such uses include retail, customer service areas, cafes and restaurants, building entries, active private open spaces and other uses that involve pedestrian interest and interaction. Outdoor dining areas may also contribute to active street frontages in appropriate circumstances.

Objectives

- To provide a diversity of tenancies that support the social, cultural, economic and lifestyle services that provide for the day-to-day needs of Central Sydney’s workforce, visitors and the wider community
- To maximise the number of retail, entertainment, and food and beverage tenancies at ground level fronting streets and lanes
- To promote continuous fine-grain frontages to all streets in Central Sydney
- To ensure that tenancies contribute to activity, safety and the amenity of public places
- To minimise the impact of inactive frontages created by building services, vehicular entries, collonades, building setbacks, and the like
- To ensure overly large building foyers do not diminish opportunities for retail tenancies
- To provide very high-quality architecture in terms of scale, finishes and architectural character and materials at ground level
- To contribute to footpath space in areas of pedestrian crowding, particularly at intersections
- To provide weather protection to adjacent footpaths with awnings
- To provide through-block arcades and links in long blocks
- To accommodate access to underground stations and other services, such as toilets, storerooms and kiosks, that support activity in the public domain
- To minimise and ameliorate the effect of blank walls (with no windows or entrances) at ground level

Actions

23.1 Incorporate detailed planning provisions in the Sydney Development Control Plan that will ensure high-quality ground-level design outcomes in Central Sydney:

23.2 Ground-level tenancies are to contribute to the liveliness and vitality of streets by:

- Maximising entries to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction
- Minimising blank walls with no windows or doors.
- Minimising building services including substations, fire services, fire escapes, service doors, plant and equipment hatches
- Providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided
- Providing, for a minimum of 70 per cent of the ground-floor frontage of each tenancy, display windows as transparent glazing with unobstructed views from the adjacent footpath to a depth of at least 6 metres within the building
- Requiring the ground-floor level to be at the same level as the footpath
- Screening car parking areas with active uses to a minimum depth of 6 metres from any facade visible to the street or public domain
- Providing three floors of retail (basement, ground and first floor) in the blocks bounded by George, Market, King and Castlereagh Streets

23.3 Require development to maximise the provision of the number of tenancies and total floor space of retail, service and food and beverage tenancies at every frontage to a public place with zero setback

23.4 Active frontages include retail, food and beverage, entertainment and walk-in service tenancies

23.5 Limit the maximum size of foyers as a proportion of each development frontage are limited. Large foyers are encouraged to be located away from corners and above street level

23.6 Require through-site links on any site with frontages to more than one public place, each greater than 35 metres wide. The link must be:

- Between 3 metres and 6 metres in width
- Fronted at ground level by active uses and not include any steps
- Open at each end, connecting street to street with a clear line of sight between entrances
- Publicly accessible from 6am to 10pm each day
- Provided with escalators where there are level changes between streets
23.7 Vehicular access to is to be:
- Restricted in places of current and future projected high pedestrian activity identified on the Pedestrian Priority map
- Restricted on sites smaller than 1,000 square metres
- Flush with the pavement on the footpath
- The width of a single vehicle crossing with a maximum width of 3.6 metres over the footpath, and perpendicular to the kerb alignment
- Shared or amalgamated between adjoining developments
- Combine with service vehicle and parking access

23.8 Encourage building services, vehicular access and loading to be provided on new lanes or covered lane like shared zone areas and require building services to be provided above or below ground level where possible (e.g. substations)

23.9 Require setbacks at ground level at intersections to create more than 5 metres of footpath space measured from the kerb to a distance of at least 10 metres using chamfers, where adjacent footpaths are crowded or projected to become crowded

23.10 Require ground-level architecture to be designed with significant detail, at a fine scale with skilled craft and workmanship of high-quality material

23.11 Develop a required through-site links map, focusing on areas near stations to allow efficient dispersal of pedestrians

---

**4.37**

<table>
<thead>
<tr>
<th>Frontage</th>
<th>Retail core/key pedestrian routes</th>
<th>Other frontages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum active public place frontage (per street frontage)</td>
<td>5m or 80% of each frontage (whichever is greater)</td>
<td>5m or 70% of each frontage (whichever is greater)</td>
</tr>
<tr>
<td>Minimum preferred “grain” of retail, food &amp; beverage and service tenancies</td>
<td>15-20 separate tenancy entries per 100m</td>
<td>10-20 separate tenancy entries per 100m</td>
</tr>
<tr>
<td>Preferred maximum average ground floor tenancy width</td>
<td>6m</td>
<td>10m</td>
</tr>
<tr>
<td>Minimum proportion of retail floor space provided as small tenancies (less than 100m²)</td>
<td>20%</td>
<td>30%</td>
</tr>
<tr>
<td>Awnings</td>
<td>Fixed</td>
<td>Fixed or retractable</td>
</tr>
</tbody>
</table>

**4.38**

<table>
<thead>
<tr>
<th>Frontage</th>
<th>Retail core/key pedestrian routes</th>
<th>Other frontages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum foyer width as a proportion of each street frontage (including internal cafes etc.)</td>
<td>10m or 30% (whichever is lesser to a minimum of 4m)</td>
<td>12.5m or 40% (whichever is lesser to a minimum of 5m)</td>
</tr>
<tr>
<td>Maximum foyer height</td>
<td>Equal to width</td>
<td>Equal to width</td>
</tr>
</tbody>
</table>
24 | Awnings and colonnades

Awnings are important for the amenity and attractiveness of streets and provide critical protection from the weather for pedestrians. Appropriately designed awnings create attractive pedestrian environments, allow daylight to the footpath and ensure clear visibility on the street. Colonnades are generally not appropriate because they block the views of retail spaces and separate the street from shopfronts.

Objectives

- To encourage footpath awnings that will enhance pedestrian amenity and provide weather protection
- To discourage colonnades

Actions

24.1 Review incentives for infilling of existing colonnades
24.2 Require provision of awnings that provide sun and rain protection to footpaths
24.3 Develop a City of Sydney standard smart-glazed awning that lets daylight through to the footpath for the majority of the year and that can turn opaque to block sun in periods of intense direct sun in summer
24.4 Develop standards for colonnades
24.5 Ensure awnings are provided to all developments that are:
  - Continuous across all frontages of the property to public places
  - Between 3.2 metres and 4.2 metres above the footpath
  - Generally at least 3.6 metres deep
And that they:
  - Maximise weather protection and daylight to the footpath
  - Retain any heritage-significant fabric
  - Utilise the City of Sydney standard glazed awning detail

25 | Public art

Public art is a defining quality of dynamic, interesting and successful cities. Well-integrated ecologically sustainable public art is encouraged in new development. Developers, architects, landscape architects and artists should be involved in producing public artworks.

Objectives

- To increase the number of public artworks
- To ensure that public art is integrated with new development

Actions

25.1 Support the continued application of the City of Sydney’s existing Public Art Policy by developing a rate for contribution to public art linked to capital investment value, generally in the order of 1 per cent for moderate-sized projects sliding to 0.5 per cent for very large projects
26 | Energy and water efficiency

The Strategy is in alignment with and seeks to support the City’s other sustainability strategies including the Climate Adaption Strategy, the Residential Apartments Sustainability Plan and the Energy Efficiency Master Plan.

**Objectives**

- To improve the energy efficiency of buildings by reducing energy intensity per square metre
- To move towards a zero-net carbon precinct
- To reduce potable water consumption through water efficiency and connection to recycled water
- To assist in reducing future infrastructure costs

**Priority action**

**26.1** Require all new tower development to meet BASIX+ targets and minimum 5 star NABERS ratings

**Actions**

**26.2** Use the City of Sydney’s strategic partnerships to advocate for higher energy targets in BASIX and the energy efficiency provisions in the National Construction Code

**26.3** Achieve best-practice energy intensity targets in new buildings and major refurbishments

**26.4** Ensure major new development areas commit to be zero-net energy or climate-positive

**26.5** Ensure buildings are designed to achieve the highest possible thermal comfort levels and performance criteria through passive means to avoid artificial energy demand and consumption

**26.6** Ensure mechanical heating and cooling services are avoided or where applied use best-in-class energy-efficient technologies

**26.7** Ensure individual buildings and large-scale developments are designed to maximise the generation and use of local renewable energy

**26.8** Investigate City of Sydney provision of zero or low-carbon precinct-scale services where demonstrated to be most efficient and feasible

**26.9** Specify optimal lighting levels in buildings and the public domain and use the most energy-efficient technologies

**26.10** Ensure all new major developments include the capacity to generate 10 per cent of their total energy onsite using renewable energy sources

**26.11** Require best-practice water efficiency design, for example efficient fixtures and fittings, and dual-plumbing to enable connection to recycled water

**26.12** Ensure precincts are designed for the collection, treatment and reuse of locally generated wastewater, stormwater and rainwater for non-potable use including toilet flushing, laundry, cooling and irrigation

**26.13** Maintain green space using locally sourced, independent water supplies
27 | Wind

The wind environment is a major determinant of amenity in public places. Tall buildings can create or exacerbate windy conditions in built-up areas. Very tall buildings can have a significant effect on the wind environment at street level.

Buildings must be designed to mitigate unsafe and uncomfortable wind effects on public places and should create comfortable and pleasant conditions through design skill.

Generally, the provision of a reasonably sized podium will mitigate the greatest wind effects from tall buildings. Provision of podia is particularly important at the exposed edges of the city where wind speeds are highest and buildings are not shielded by neighbouring buildings.

Movement of air disperses pollutants. Creating space between towers and minimising the height and length of urban canyons created by tall buildings is important to ensuring reasonable air quality at street level.

Objectives

- To ensure streets and public places have wind conditions that are safe and comfortable for walking and sitting
- To ensure new developments mitigate wind effects
- To ensure that wind speeds in public places do not create unsafe conditions
- To ensure air quality does not exceed environmental and health standards
- To provide wind climate data that can be applied consistently to new developments

Actions

27.1 Incorporate detailed wind provisions and standards for safety and comfort into Central Sydney planning controls based on wind speed and frequency:

- Define the mandatory Wind Safety Standard as an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time (EST) of 24 metres per second

- Define the mandatory Wind Comfort Standard for Walking as an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6am and 10pm EST (i.e. 5 per cent of those hours) of 8 metres per second

- Define the mandatory Wind Comfort Standard for Sitting in Parks as an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6am and 10pm EST of 4 metres per second and applies to parks protected by Sun Access Planes and/or No Additional Overshadowing Controls

27.2 Consider introducing four perimeter wind monitors around Central Sydney to establish common wind climate data

27.3 Review and update wind environment data every five years
28 | Apartment amenity in Central Sydney

The Strategy supports high levels of amenity in apartments, as specified in the NSW Government’s SEPP 65 and Apartment Design Guide (ADG). The Strategy recognises that the maintenance of sunlight access to residential apartments should not unduly restrict the economic performance and growth of Central Sydney.

In Central Sydney’s dynamic development environment, residential and commercial buildings will inevitably be located in close proximity. Residential buildings can place significant constraints on the development of new employment floor space, particularly if they are to retain sunlight access and privacy.

To ensure opportunities for Central Sydney’s growth as an employment hub (and to balance this with adequate future amenity for residents), new residential building assessments should assume that nearby sites that may impact on their amenity have already been developed to their full development potential and height. This allows for a comprehensive assessment of impacts, and limits the potential degradation of sunlight and privacy to new buildings in the future.

Objectives

• To ensure all new residential buildings meet minimum amenity provisions consistent with SEPP 65 and the Apartment Design Guide based on potential future built out context under Sydney LEP 2012
• To ensure robust assessment of sunlight access to new residential buildings
• To ensure the development of new commercial buildings is not unreasonably impeded by existing residential buildings

Actions

28.1 Test compliance with the Solar Access Design Criteria of the ADG in the current context and Central Sydney’s assumed probable future context that contains the maximum possible commercial development on sites that may overshadow the development in the future

28.2 Ensure residential development does not restrict new commercial development

29 | Planning governance

The role of planning is to ensure that the sum of development activity achieves government strategic policy directions. For investment in development to operate efficiently, the planning system must provide high levels of certainty. For the public to have confidence in the planning system, development must be of very high quality and provide public benefit and manage public costs.

For the planning system in Central Sydney to deliver quality, consistency and confidence, it must be unified. The present division of responsibility between the NSW Government and the City undermines both business and community confidence that outcomes will exhibit both quality and consistency. Additionally, where decision-making is not holistic, choices may be made that are inconsistent with overall strategic directions.

Objectives

• To ensure the planning system creates high levels of certainty to allow economic growth through investment
• To grow confidence in the planning system through clear, consistent and predictable decision-making resulting in high-quality urban outcomes
• To unify planning and consent functions and pathways under the Central Sydney Planning Committee to avoid inconsistent decision making undermining confidence in the planning system
• To ensure the planning and consent authority has sufficient capability to deliver quality planning services in a timely manner
• To coordinate state and local government planning in Central Sydney
• To coordinate transport infrastructure planning with land use planning

Actions

29.1 Increase public confidence in local planning decisions by working with the NSW Government to revise state-significant cost thresholds and to transfer land back to the City of Sydney

29.2 Ensure the Central Sydney planning framework is clear and is applied consistently

29.3 Ensure planning services for development in Central Sydney are well resourced to ensure quality and timely plan making and assessment functions

29.4 Work with Transport for NSW (and subsidiary agencies) to improve efficient transport access to and within Central Sydney

29.5 Work with the NSW Government to fully implement the Strategy within the Sydney LEP
5
Resources
Resources

Research and Evidence

The Central Sydney Planning Strategy was prepared using data, research and reports from a number of sources that provide the evidence base for the Strategy and have informed its development.

AEC, 2015 and 2016, Central Sydney Planning Review: Land Economics Advice, Stage 1 and 2

ATKeamey, 2015, Global Cities 2012: The Race Accelerates

Austrade, 2014, State tourism forecasts (regional forecasts) by Tourism Research Australia, Canberra

Australian Bureau of Statistic, 2011, Census of Population and Housing

Australian Housing and Urban Research Institute (AUHRI), 2015, Housing affordability, central city economic productivity and the lower income labour market

BIS Shrapnel, 2013, Central Sydney Office Tenant and Investor Study

BIS Shrapnel, 2014, the Role of State Government in Facilitating Office Development in Sydney and Western Sydney

BIS Shrapnel, 2015, Forecasting the Distribution of Stand-Alone Office Employment within Sydney to 2035

Boston Consulting Group, 2014, Decoding Global Talent


City of Sydney, 1971, City of Sydney Strategic Plan

City of Sydney, 1994, Living City: Sydney City Council’s Blueprint for Sydney

City of Sydney, 2006, Sustainable Sydney 2030

City of Sydney, 2012, Connecting Our City: Transport Strategies

City of Sydney, 2012, Floor Space and Employment Survey

City of Sydney, 2013, Commercial Monitor

City of Sydney, 2013, Creative City: Cultural Policy Discussion Paper

City of Sydney, 2013, Economic Development Strategy

City of Sydney, 2013, Urban Forest Strategy

City of Sydney, 2014, Economic Development Strategy: Sydney’s Economy, global city, local action

City of Sydney, 2014, Urban Ecology Strategic Action Plan

City of Sydney, 2014, Walking Strategy and Action Plan

City of Sydney, 2015, Central to Eveleigh Transformation Strategy, Submission to Urban Growth NSW

City of Sydney, 2015, Energy Efficiency Master Plan: Improving Energy Productivity

City of Sydney, 2015, Fit for the future, Submission to IPART

City of Sydney, 2015, George Street 2020: A Public Domain Activation Strategy

City of Sydney, 2015, Housing Issues Paper

City of Sydney, 2015, Residential Monitor

City of Sydney, 2015, Tech-Startups Action Plan

City of Sydney, 2015, The Bays Precinct: Transforming City Living Discussion Paper, Submission to Urban Growth NSW

City of Sydney, 2015, Visitor Accommodation Action Plan


Colliers International, 2015, CBD Office Research and forecast report

Conde Naste Traveller, 2015 and 2014, Top 25 Cities in the World to Visit

Cushman and Wakefield, 2015, Asian focus to improve CBD livability: Sydney CBD Retail


Deloitte Access Economics for Sydney Airport Corporation Limited, 2013, The economic value of Sydney Airport


Department of Planning and City of Sydney, 1988, Central Sydney Strategy

Financial Centres Futures, 2015 and 2014, Global Financial Centre Index
Gehl Architects, 2007, Public Spaces/Public Life Study: Sydney

Gehl Architects, 2014, Benchmarking Study: George Street, Sydney, Data Collection


ID Consulting for City of Sydney, 2013, Population Forecasts

JLL, 2014, Sydney Hotels Supply and Demand Study

Kelly, J-F., Donegan, P., Chisholm, C., Oberklaid, M., 2014, Mapping Australia’s Economy: Cities as engines of prosperity, Grattan Institute

Loughborough University – United Kingdom, 2008, Globalization and World Cities Project

Monocle, 2015 and 2014, Most Livable Cities Index

NSW 2021, the NSW Governments State Plan


NSW Government, 2013, Sydney City Centre Access Strategy

NSW Government, Department of Planning and Environment, 2014, A Plan for Growing Sydney

NSW Planning and Environment, 2016, Central District Demographic & Economic Characteristics

Pricewaterhouse Coopers, 2014 and 2013, Cities of Opportunity


PricewaterhouseCoopers, 2014, Australia Uncovered: A new lens for understanding our evolving economy

PricewaterhouseCoopers, 2015, GEM


QS Top Universities, 2015 and 2014, Best Student Cities

Reputation Institute, 2015 and 2014, City Rep Trak: The World’s Most Reputable Cities

SGS Economics and Planning for the City of Sydney, 2014, Best Practice Urban Renewal

SGS Economics and Planning, 2012, Planning Directions for Metropolitan Sydney


SGS Economics and Planning, 2015, Central to Eveleigh Urban Transformation and Transport Program: An Economic Analysis

SGS Economics and Planning, 2016, Central District Local Planning Summaries

SGS Economics and Planning, 2016, Employment Centres Analysis


Sydney Airport, 2015, Prescribed Airspace for Sydney Airport, including: Obstacle Limitation Surface, PANS-OPS, Navigational Aids, HIAL Light Plane Protection Surfaces, Radar Lowest Sector Altitude (RLSALT) Surfaces, Omni Directional Departure Critical Assessment Surfaces and PAPI Light Plane Protection Surfaces

Thalis, P. and Cantrill, P.J., 2013, Public Sydney

The City of New York, accessed 2015 and 2016, Zoning resolutions: special purpose districts

The Mori Memorial Foundation Institute for Urban Strategies, 2015 and 2014, Global Power City Index


Twothinknow Global Innovative Agency, 2014 and 2013, Innovations Cities Index

Wood, G., 2013 (updated 2015), Wind Assessment for City of Sydney
Core project team

Tim Wise
Jesse McNicoll
Amy Bendall
Monica Desanti
Nick Knezevic
Gabriela Fernandez
George Politis
Tamara Bruckshaw

Strategic Planning and Urban Design Unit management

Andrew Thomas, Executive Manager
Sally Peters, Manager Central Sydney Planning

Expert input

Anthony Mifsud
Ben Pechey
Claudine Loffi
David Eckstein
Glenda Goldberg
Hannah Bolitho
Hui Wang
John Passaretti
Karen Wang
Ken Baird
Jeff Cooke
Louie Trajevski
Marc Werner
Margaret Desgrand
Nik Midlam
Paul Manning
Peter John Cantrill
Phillip Raskall
Pinar Cabadag
Pranita Shrestha
Richard Allen
Salina Davies
Steve Hillier