

## 18. Land use and property

### 18.1 Existing environment and background

#### 18.1.1 Overview

This chapter assesses the potential land use and property impacts within the construction footprint and identifies corresponding management and mitigation measures. The project would not require property acquisition or significant changes to land use which constitute key considerations in this type of assessment.

#### 18.1.2 Policy and planning setting

Relevant strategies directing future land use planning for the area within the construction footprint are summarised below. These strategies are further detailed in Chapter 3 (Strategic context and project need) of this EIS.

##### **Greater Sydney Region Plan**

The project is located within the Eastern Harbour City, as defined by the Greater Sydney Region Plan (Greater Sydney Commission, 2018b). The Plan sets out the overall direction for the Greater Sydney Region in terms of liveability, productivity, and sustainability. One of the strategic objectives of this plan seeks for land use and infrastructure planning to be integrated to enhance Sydney's liveability, productivity and sustainability, as well as create walkable and 30-minute cities. To support the integration of land use planning and infrastructure planning integration, precinct designations such as 'Central Precinct' were adopted to facilitate targeted development in key locations including public transport nodes and rail stations.

##### **District plans**

The project is located within the Eastern City District Plan (Greater Sydney Commission, 2018a) which sets out the 20-year plan to manage growth through various planning priorities. The District Plan supports and guides the implementation of the Greater Sydney Region Plan and provides a bridge between metropolitan and local planning. The planning priorities outlined in this plan support the overall objectives of the Greater Sydney Region Plan. A pertinent policy to the project includes Planning Priority E10 – *"Delivering integrated land use and transport planning and a 30-minute city"* (Greater Sydney Commission, 2018a). Planning Priority E10 identifies the Sydney Terminal Building as a strategic location within the Innovation Corridor which aims to attract a diverse range of talent and expertise, research facilities, customers, and investors in the digital and innovation space to this area. For this corridor to work, it is important that land uses such as diverse housing, multipurpose spaces, cultural, entertainment, leisure and strong night-time activities are located in proximity to the corridor.

##### **Local Environmental Plans**

The Sydney Terminal Building is subject to the planning framework under the Sydney Local Environmental Plan (LEP) 2012. As identified, this planning instrument sets out the relevant zones and development controls for a particular location. However, under section 5.22 of the *Environmental Planning and Assessment Act 1979*, environmental planning instruments (including LEPs) do not apply to State significant infrastructure projects. Despite this, the City of Sydney would be consulted on the wider aims of its LEP.

##### **State Significant Precinct – Central Precinct**

At the time of drafting this assessment, the proposed rezoning of the Central Precinct area as a State significant precinct (SSP) was under consideration. This area covers 24 hectares bounded by Pitt Street to the west, Cleveland Street to the south, Eddy Avenue to the north and Elizabeth Street to the east. The aim of this SSP is to establish a technology and innovation precinct by enabling development over the railway tracks next to the Sydney Terminal Building. This includes proposed land uses for commercial, retail, education, hotels, residential (including affordable housing), student housing, and public open space. While this proposal is still under consideration, the intent of the SSP has been considered as part of this assessment.

#### 18.1.3 Zoning

The construction footprint is on the southern edge of Sydney CBD, in Haymarket and Chippendale suburbs of Sydney Local Government Area. Land use zoning in this location is defined by the Sydney LEP (2012). Under the LEP, the construction footprint falls within the following land use zones:

- SP2 (Special Purpose Infrastructure) – Railways
- B8 (Metropolitan Centre).

Surrounding land use zones adjacent to the construction footprint includes:

- RE1 (Public recreation)
- B4 (Mixed use)
- B8 (Metropolitan Centre).

Figure 18-1 below maps the land use zones that in relation to the construction footprint.

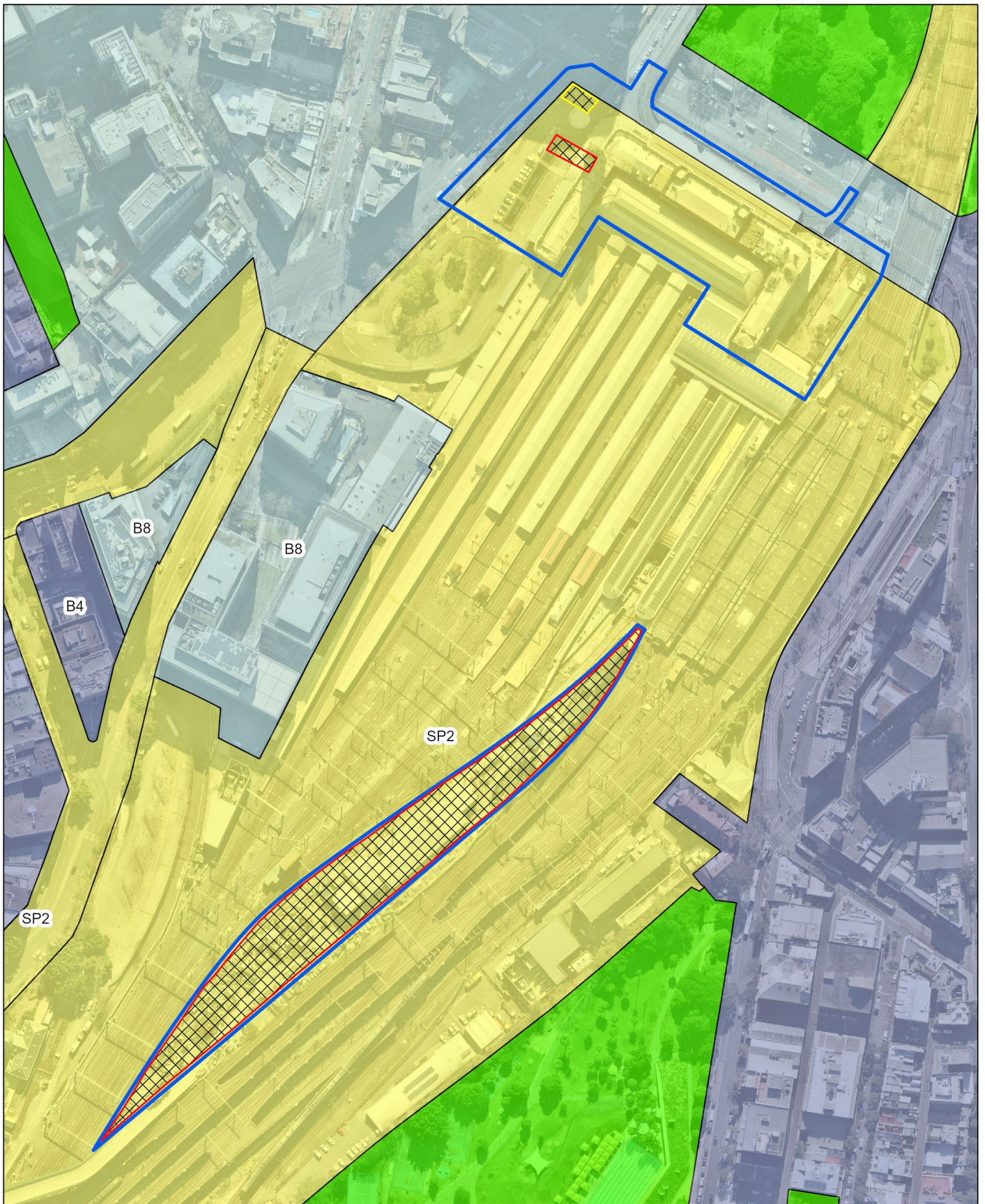
As noted in the Sydney LEP (2012), the objective of the SP2 (Special Purpose Infrastructure) zone is to provide for infrastructure and related uses and prevent development that is incompatible with, or may detract from, the operational use of an existing railway/station or jeopardise the future provision of infrastructure. The objectives of the B8 (Metropolitan Centre) zone seek to provide a diversity in land use within the Sydney CBD that is active, efficient and provide opportunities for business, office, retail, entertainment, and tourist premises reflective of a global city.

Under the Central Precinct SSP rezoning proposal, the land use zones are as follows (shown in Figure 18-2):

- SP2 (Special Purpose Infrastructure)
- RE1 (Public Recreation)
- B8 (Metropolitan Centre)
- B4 (Mixed use).

Under the rezoning proposal, there is an additional permitted use clause for SP2 which is “commercial use with consent.” Which would allow for future commercial use of the SSP.





Coordinate System: GDA2020 MGA Zone 56



Metres  
0 30 60  
Scale at A4  
**1:2,956**

Data Source: Esri Community Maps Contributors, Geoscape, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA,

Prepared by: GL  
Checked by: HM  
Approved by: HM

#### Legend

Construction footprint

#### Land Zoning

B4

B8

RE1

SP2

#### Indicative construction compound

Grand Concourse level

Ground level

#### Sydney Terminal Building Revitalisation Project

Figure 18-1: Land zoning

Project Number: 287415

Drawings / Design Prepared By

**ARUP**

Client



**Transport  
for NSW**





Source: *Central Precinct SSP study* (Transport for NSW, 2022u)

Figure 18-2: Proposed rezoning for the Central Precinct SSP


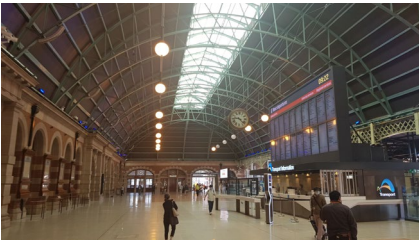



#### 18.1.4 Existing land use

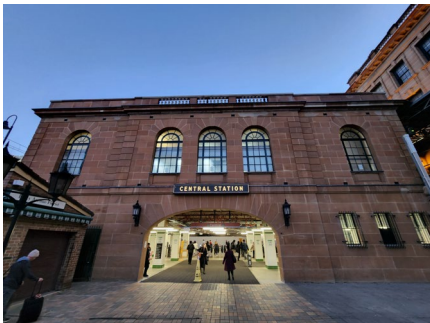

The project area covers the Sydney Terminal Building and the surrounding public domain interfaces which include Eddy Avenue, Railway Colonnade Drive, Eddy Avenue Plaza, and the Western Forecourt. The key land uses within the project area ancillary insofar as they support the function of various forms of transport infrastructure at the Sydney Terminal Building, namely:

- Road, local and regional passenger rail, metro, and light rail infrastructure
- Bus station
- Taxi zone
- Commercial uses such as retail, food and beverage, and convenience style businesses.

These land uses are discussed in more detail in Table 18-1.

Table 18-1: Summary of existing land uses within the construction footprint

Areas within construction footprint	Existing land uses
<p>Sydney Terminal Building</p> 	<ul style="list-style-type: none"> <li>• Office and retail space typically range between 70 and 100 square metres (including station manager office)</li> <li>• Food and beverage stores (including restaurants, bars and cafés)</li> <li>• Amenities</li> <li>• Luggage check-in and collection area</li> <li>• Waiting rooms</li> <li>• Lost property area</li> <li>• First aid area</li> <li>• Workshop areas on the lower floor.</li> </ul>
<p>Grand Concourse</p> 	<ul style="list-style-type: none"> <li>• Public seating and waiting areas</li> <li>• Information boards/desks</li> <li>• Booking kiosk</li> <li>• Food and beverage kiosk and vending machines</li> <li>• Entrance to rail platforms</li> <li>• ATMs.</li> </ul>
<p>Eddy Avenue</p> 	<ul style="list-style-type: none"> <li>• Retail spaces around 70-100 square metres under short-term lease arrangements. These are predominantly: <ul style="list-style-type: none"> <li>– Retail</li> <li>– Convenience stores</li> <li>– Food and beverage.</li> </ul> </li> <li>• Bus stops</li> <li>• Light rail stops.</li> </ul>
<p>Eddy Avenue Plaza</p> 	<ul style="list-style-type: none"> <li>• Retail spaces (similar to Eddy Avenue)</li> <li>• Public seating associated with food and beverage businesses</li> <li>• ATMs.</li> </ul>
<p>Western Forecourt</p> 	<p>On Concourse level:</p> <ul style="list-style-type: none"> <li>• Taxi and coach bus zone</li> <li>• Kiss and ride area</li> <li>• Police parking bay</li> <li>• Car parking spaces.</li> </ul> <p>On Ground level:</p> <ul style="list-style-type: none"> <li>• Loading dock</li> <li>• Maintenance access point.</li> </ul>

Areas within construction footprint	Existing land uses
<p>Central Electric Building</p> 	<ul style="list-style-type: none"> <li>• Entry point to platforms</li> <li>• Ticket booth</li> <li>• Train route, arrival and departure information</li> <li>• Staff lunchroom and lockers.</li> </ul>
<p>Sydney Trains Yard</p>  <p><i>Source: Nearmaps, 2022</i></p>	<ul style="list-style-type: none"> <li>• Maintenance area for rail lines</li> <li>• Sydney Metro construction compound area.</li> </ul>

There is currently a total of 65 tenancy spaces within the project area, of which 21 are occupied by Transport for NSW, eight accommodate office uses, and 36 are retail floorspaces. As of November 2022, seven of these retail floorspaces are currently occupied and operational. Typical floor space within the Sydney Terminal Building ranges between 70 and 100 square metres but does include a range of sizes as well. This reflects the current role and function of the building in providing convenience based retail and small food and beverage businesses. The current tenants are predominantly food and beverage and convenience stores serving station users.

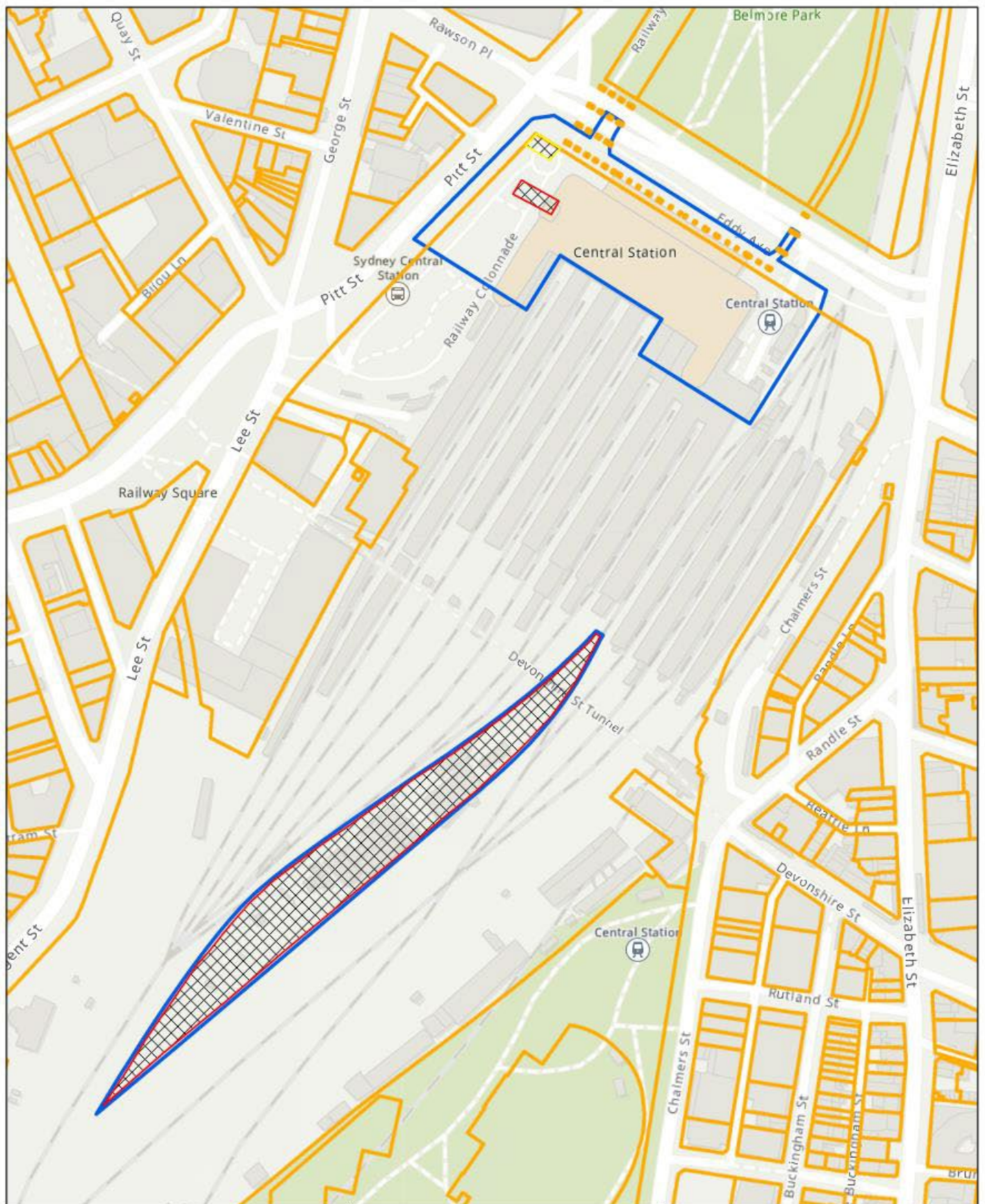
The neighbourhoods of Haymarket, Surry Hills and Chippendale are located within close proximity of the construction footprint and demonstrate the following characteristics:

- Haymarket (to the west and north) which has a strong presence of population serving industries with several food and beverage and retail businesses.
  - The Haymarket area demonstrates a number of land uses such as education and residential developments resulting in high density living which require access to public transport and hospitality and food/drink amenities within the immediate area.
- Surry Hills (to the east) which has an established identity as a mixed-use neighbourhood with retail, food and beverage provisions, a cluster of creative and start-up businesses, residential areas, and spaces for public recreation (for example, Prince Alfred Park).
  - Surry Hills demonstrates a degree of high density living within proximity of the Central Precinct area served by population serving industries outlined above.
- Chippendale (to the south) which contains mixed land uses, with a range of housing types and densities, retail and food and beverage provisions, and office floorspace.

### 18.1.5 Existing property ownership

The project is located on land owned by the NSW Government and is managed by the Transport Asset Holding Entity of NSW. The footpath along Eddy Avenue and Pitt Street is owned and managed by the City of Sydney. The majority of the construction footprint is located within Lot 201 DP1280430 as shown in Figure 18-3, which covers most of the wider Central Precinct SSP area (the SSP area being 24 hectares). The project area, however, is restricted to the Sydney Terminal Building which covers a small portion of this area (the project area being 2.1 hectares). However, there are several smaller eight square metre lots along Eddy Avenue that represent the columns supporting the structure above. The lots within the construction footprint include lots 7 to 35 on plan DP 227840 (see Figure 18-3).





Coordinate System: GDA2020 MGA Zone 56



Esri Community Maps Contributors, Geoscape, Esri, HERE, Garmin, FourSquare, METI/NASA, USGS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, © Department of Finance, Services & Innovation 2018

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Checked by: HM  
Approved by: HM

#### Legend

- Construction footprint
- Indicative construction compound**
  - Grand Concourse level
  - Ground level
- Property boundaries**
  - Cadastre

#### Sydney Terminal Building Revitalisation Project

Figure 18-3: Property boundaries

Project Number: 287415

Drawings / Design Prepared By

**ARUP**



**Transport for NSW**

## 18.2 Assessment of potential impacts

Potential impacts during construction could result from a disruption to amenity, utilities, and access to businesses within the construction footprint which would temporarily impact land uses. Changes to land uses (particularly in the Central Electric Building and conversion of the lower level of the Sydney Terminal Building from workshops to retail/multipurpose spaces) would provide additional retail spaces and places to gather.

### 18.2.1 Construction

#### Direct property and land use impacts

As identified in Section 18.1.5 above, the project is located within land owned by the NSW Government. Therefore, no private property acquisition is needed. However, construction will require that all current businesses operating within the Sydney Terminal Building to vacate the building during construction in order to refurbish the retail spaces. There are currently seven businesses with short-term lease agreements in place within the Sydney Terminal Building, however all but two are set to expire prior to construction starting. The remaining two businesses may therefore need to have their lease agreements ended early. Amenity impacts from noise and vibration, and air quality, may occur to other businesses outside the construction footprint. These impacts are discussed in further detail in Chapter 13 (Socio-economic). As discussed in Chapter 5 (Project description), construction is expected to take up to three years to complete in total. The key impacts to land use during construction are expected to occur between the land uses as identified in Table 18-1 are as follows:

- Sydney Terminal Building: between Q2 2024 and Q1 2026 which is the longest period of construction for the project. This portion of the works would be staged to limit the level of disruption experienced within the building at any one time
- Eddy Avenue Plaza and Central Electric Building: between Q3 2023 and Q4 2024
- Grand Concourse: between Q1 2024 and Q4 2024
- Western Forecourt: between Q1 2025 and Q2 2026.

The types of construction activities carried out in these locations is outlined in Section 5.3.10 of Chapter 5 (Project description). Businesses surrounding the construction footprint may experience a temporary reduction in amenity and other socio-economic impacts due to construction activities, discussed in more detail in Chapter 13 (Socio-economic). The requirement for existing businesses within the construction footprint to vacate during construction could result in land use implications.

It is anticipated that most leases held by current tenants within the Sydney Terminal Building will expire prior to construction, with only two extending into the construction phase. These tenants therefore would not have their lease renewed prior to or during construction, with the remaining two potentially needing to end early. Temporary pop-up retail amenities would be provided during construction to help service the construction workers, local communities and station users. These impacts are discussed in more detail in Chapter 13 (Socio-economic).

As noted in Section 5.3 of Chapter 5 (Project description), the Sydney Trains Yard construction compound accommodating stockpiled materials, laydown areas, and ancillary facilities would be located in an area not subject to public access. As outlined in Chapter 9 (Traffic, transport and access), construction worker parking would be permitted, however, use of public transport will be actively encouraged due to the site context and public transport accessibility. Construction parking and compound use upon land within zone SP2 would be in keeping with the existing land use allocation and would not jeopardise any ancillary or independent land use with the construction footprint or its immediate context. It is considered that there would be a negligible impact during the construction phase due to construction compounds being sited within publicly inaccessible areas of Sydney Trains Yard.

In addition to the Sydney Trains Yard compound, a portion of the Western Forecourt area would be fenced off as a site laydown area for material stockpiling relating to the demolition and construction works. Dissimilar to the Sydney Trains Yard compound, construction worker parking would not be permitted within the construction compound footprint, however, infrequent vehicle movements associated with the delivery and removal of materials would occur. Areas within the Western Forecourt carpark reserved for compound use would be fenced off from the public, preventing unauthorised public access, temporarily reducing parking provision and public transport bays. As outlined in Chapter 9 (Traffic, transport and access) of the EIS, pedestrian access would be retained to the Sydney Terminal Building throughout the construction phase of the development. Use of the Western Forecourt during construction would be temporary in nature and its use would be incidental to works carried out pursuant to zoning requirement SP2.

Construction of the project would also require the adjustment and relocation of the utilities described in Chapter 5 (Project description). While utility work is planned to take place throughout the construction program, the new infrastructure would be built and then connected into the existing services over a short period agreed with the service provider. If the connection and relocation is a public utility this would be carried out to avoid supply disruption to the public and businesses, most likely at night.



### Indirect property and land use impacts

The construction phase would require the ending of seven tenancies within the Sydney Terminal Building, reducing the delivery requirements accommodated at the Western Forecourt and loading dock. There would be minimal impact on land uses caused by impaired operational access as a result on a managed reduction in retail provision during the construction phase. Construction compound areas, parking and laydown areas would be accommodated in the existing railway yard to the south of the Sydney Terminal Building, minimising impacts to the publicly accessible areas such as the Western Forecourt. As such, it is considered that there would be minimal indirect property and land use impacts during the construction phase.

### 18.2.2 Operation

As identified in Section 18.2.1, no private property acquisition would be needed, with the Sydney Terminal Building and surrounding area remaining under public ownership.

While the Sydney Terminal Building would continue to operate as a transport interchange, the project would enhance user experience through revitalisation and activation of the precinct, as described in Chapter 13 (Socio-economic). The project would deliver social and economic potential within the existing spaces within the Sydney Terminal Building by providing an improvement in the quality of the public domain which would help to attract a higher quality offering in retail and commercial opportunities (refer to Chapter 13 (Socio-economic) for more detail). By virtue that the project would enhance the existing public domain, hospitality and retail offering of Sydney Terminal Building and does not seek to provide new land uses within the project area, operational uses are considered to be indifferent to that of the existing context. Land uses would continue to be ancillary to the functional use of the railway, thus aligning with zoning requirements SP2 and B8 and in accordance with Planning Priority E10.

The project would also help to create wider flow on impacts, improving movement through public spaces, and connection between surrounding land uses in Haymarket, Surry Hills, and Chippendale. Refer to Chapter 10 (Place, design and movement) for more detail on these impacts

Once operational, the land uses and a range of floorspace types would accord with the existing principal land uses of the Sydney Terminal Building. The most notable change would be repurposing the lower level of the Sydney Terminal Building (which contains workshop areas currently as described in Table 18-1), and the Central Electric Building (which as described in Table 18-1 is predominantly used as an access point to the train platforms and as a staff lunch room) to allow for new retail floorspace. Enhancement of the Sydney Terminal Building would not introduce any new land uses and therefore would remain in accordance with zoning requirements set out in SP2 and B8, contributing towards Planning Priority E10. This is described in further detail in Chapter 13 (Socio-economic).

Current informal uses of the project area such as use by rough sleepers for temporary shelter would likely be impacted once operational. This impact is discussed in more detail in Chapter 13 (Socio-economic).

## 18.3 Environmental management measures

Both positive and negative land use and property impacts will be addressed in the form of management measures. Measures to minimise impacts relating to access, place and urban design, amenity, utilities and socio-economic impacts have not been included here. Table 18-2 lists the measures to manage land use and property impacts specifically.

Table 18-2: Environmental management measures – land use and property

Ref	Impact / Uncertainty	Environmental management measure	Timing
LP01	Impact   Access restriction	Access for businesses will be maintained. If any temporary access restrictions are needed, those affected will be consulted in accordance with the <b>Community Engagement Liaison Plan</b> (see Chapter 6 (Stakeholder and community engagement)).	Pre-construction / Construction
LP02	Impact   Temporary occupation of private space	Temporary use areas such as the construction compounds will be restored to their pre-construction condition following completion of construction.	Post-construction