Stage 2 Unsolicited Proposal

The Government has agreed that the proposal described below, in concept form, is deemed of sufficient interest to warrant further development and progression to a more defined project. The Government has not agreed to the proposal.

Proponents: Dexus and Frasers Property Australia

Proposal Title: Henry Deane Plaza Redevelopment

Proposal Description:

Dexus and Frasers Property Australia are seeking to:
- Redevelop Henry Deane Plaza (HDP) at Lee Street, Central, into a mixed use development
- Integrate HDP with Transport for NSW’s (TfNSW) plans to revitalise Central Station
- Convert their current long term leasehold interest over HDP to stratum freehold interest (HDP is owned by RailCorp).

Dexus and Frasers are proposing to:
- Design, deliver and maintain a Disability Discrimination Act 1992 compliant transport and pedestrian access solution.
  - HDP is at the western end of the Devonshire Street tunnel, one of the main pedestrian access points to Central Station. It is an important thoroughfare for pedestrians and for interchange between modes of transport.
- Design, deliver and maintain service connections (with pedestrian separation) through the HDP site as required for the proposed Central Station Precinct Renewal (including access for emergency services).
- Deliver an underground car park. Parking spaces would be available to the broader Central Precinct Renewal developments.
- Potential to deliver an above-ground pedestrian walkway from Devonshire Street to HDP (this is optional should TfNSW wish to pursue).

Central Precinct Renewal:

Central Station is one of Australia’s largest and busiest transport hubs. The Government’s commitment of investment at Central Station, including additional light rail and a new metro rail service, presents a unique opportunity for TfNSW to revitalise the Central Station precinct.
TfNSW is currently completing an initial set of design and technical studies which will help it better understand the opportunities, challenges, constraints and transport requirements that will need to be met to facilitate precinct renewal. The land subject to the unsolicited proposal may be well suited to integrate with renewal of the surrounding precinct.

**Potential Public Benefits:**

The Proposal has the following potential public benefits:

- Potential to facilitate whole-of-precinct outcomes at Central by integrating HDP with TfNSW investments in Central Station
- Potential to deliver superior urban design, connectivity and transport (commuter experience/flow/connectivity) outcomes.
- The proposal would address some of the ‘Directions for a Greater Sydney’ as outlined in the Department of Planning and Environment’s *A Plan for Growing Sydney* e.g. A City Supported by Infrastructure, Housing in the City, Jobs and Skills for the City.
- The proposal would address some initiatives identified in the Greater Sydney Commission’s *Eastern City District Plan* such as ‘Providing housing supply, choice and affordability, with access to jobs, services and public transport’.

The actual benefits of the proposal will need to be further quantified and compared against costs as part of a financial analysis and economic assessment which will be completed as part of the Stage 2 assessment.

**Justification for Progress to Stage 2:**

Dexus and Frasers, as the long-term leaseholders of HDP, are the only parties that have the right to redevelop the site or provide access for pedestrian, vehicle or service infrastructure.

Therefore, Dexus and Frasers possess unique property ownership that place them in a unique position to deliver the proposal and potentially deliver better urban, transport and value for money outcomes than what would otherwise be achieved.

The proposal presents a unique opportunity to integrate the proponent’s plans to redevelop HDP with TfNSW plans for Central Station. Integrating HDP with the surrounding Central Station precinct may realise superior urban, transport and connectivity outcomes.
Other Required Approvals:

Dexus and Frasers Property Australia will seek all the relevant planning and environmental approvals required. There will be an opportunity for the public to comment on the proposed development scheme during the public exhibition stage.

The USP process evaluates the commercial proposition (e.g. is it value for money?) and the planning process evaluates whether it satisfies all the relevant local and State planning controls.

Stage 2 Governance:

A Proposal Specific Steering Committee has been established as follows:

- Department of Premier and Cabinet (DPC - chair)
- NSW Treasury
- Transport for NSW.

At the end of Stage 2, the Steering Committee will make a recommendation to Government on whether or not to proceed to Stage 3.

An Assessment Panel has been established and will report to the Steering Committee:

- Transport for NSW (chair)
- DPC
- NSW Treasury.

The Assessment Panel will be supported by a range of commercial, technical and legal advisors.

Probity Advisor:

Details of the probity advisor will be published once appointed.

NSW Department of Premier and Cabinet
14 August 2018