

Department of Planning, Housing and Infrastructure

[dphi.nsw.gov.au](http://dphi.nsw.gov.au)



# Finalisation Report

Central Precinct



August 2025



# Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

We acknowledge the Gadigal people of the Eora Nation who are the Traditional Custodians of the land, water and skies, where we plan for a more inclusive and resilient future.

---

Published by NSW Department of Planning, Housing and Infrastructure

[dphi.nsw.gov.au](http://dphi.nsw.gov.au)

Finalisation Report

First published: August 2025

Department reference number: IRF25/690

## Copyright and disclaimer

© State of New South Wales through the Department of Planning, Housing and Infrastructure 2025. Information in this publication is based on knowledge and understanding at the time of writing, August 2025, and is subject to change. For more information, please visit [nsw.gov.au/copyright](http://nsw.gov.au/copyright)

DPHI-MC-R-LC-V1.0

# Contents

<b>Acknowledgement of Country .....</b>	<b>1</b>
<b>Executive Summary.....</b>	<b>4</b>
<b>1 Introduction.....</b>	<b>5</b>
<b>2 Context .....</b>	<b>6</b>
2.1 Site Context.....	6
2.2 Strategic Context.....	9
<b>3 Exhibited Rezoning Proposal .....</b>	<b>13</b>
3.1 Exhibited Amendments to the Planning Framework.....	13
3.2 Design Guide.....	15
<b>4 Community Engagement .....</b>	<b>16</b>
4.1 How the Department of Planning, Infrastructure and Housing Consulted.....	16
4.2 How Transport for NSW Consulted .....	16
4.3 Who We Heard From.....	16
<b>5 Revised Proposal .....</b>	<b>18</b>
5.1 Response to Submissions.....	18
5.2 Revised proposal.....	19
<b>6 Assessment of Key Issues.....</b>	<b>21</b>
6.1 Built Form.....	21
6.2 Amenity .....	22
6.3 Land Use Mix .....	23
6.4 Public Space.....	24
6.5 Heritage .....	25
6.6 Affordable and Social Housing.....	26
6.7 Transport.....	27
6.8 Infrastructure.....	28
<b>7 Post-Exhibition Amendments .....</b>	<b>30</b>
7.1 Environmental Planning Instrument Planning Framework .....	30
<b>8 Amendments to the Planning Framework.....</b>	<b>33</b>
8.1 Sydney Local Environmental Plan 2012.....	33
8.2 State Environmental Planning Policy (Planning Systems) 2021.....	34
8.3 State Environmental Planning Policy (Exempt and Complying) 2008 .....	34
8.4 State Environmental Planning Policy (Transport and Infrastructure) 2021 .....	35
8.5 State Environmental Planning Policy (Industry and Employment 2021.....	35
<b>9 Conclusion .....</b>	<b>36</b>

**Appendix A – Proposed Land Zoning Map..... 37**

**Appendix B – Proposed Height of Building Map..... 38**

**Appendix C – Proposed Floor Space Ratio Map..... 39**

# Executive Summary

This report provides the Department of Planning, Housing and Infrastructure's (the Department's) assessment and finalisation of the proposed planning amendments for the Central Precinct.

A State Environmental Planning Policy (SEPP) is proposed to amend the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) and other relevant SEPPs to implement new planning controls for Central Precinct. These amendments will enable:

- new land use zones allowing for a mix of uses with around 950 homes in one of the most well-located parts of the city
- 30% of new residential floorspace to be provided as affordable housing
- 13,500 sqm of new open space including the city's 'third square' known as Central Square and Mortuary Station Gardens.

In July 2019, the then Minister for Planning and Public Spaces announced the investigation of Central Precinct due to its State significance.

TfNSW prepared a rezoning proposal for Central Precinct and submitted it to the Department. The rezoning proposal was publicly exhibited from 22 August to 4 October 2022.

A total of 368 submissions were received and issues were raised including built form, land use mix, public space, design excellence, heritage, Connecting with Country, affordable and social housing, traffic and transport and flooding.

Following public exhibition, TfNSW amended the rezoning proposal and the Response to Submissions was placed on the Department's website in October 2023.

In October 2024 the NSW Government decided not to proceed with the inclusion of the over-station development (OSD) deck as part of the Rezoning Proposal. A Revised Proposal has been prepared which seeks to rezone those areas of Central Precinct which are not reliant on the OSD deck.

The Department is satisfied that proposal, as amended, is appropriate and that suitable guidance is in place to support the vision for Central Precinct and deliver:

- a variety of land uses close to services and excellent public transport
- new high quality public open space, connecting with the surrounding area
- a significant contribution to affordable housing
- high-quality built form with requirements which will ensure design excellence.

# 1 Introduction

This report presents the Department's assessment and finalisation of TfNSW's rezoning proposal to enable the renewal of the Central Precinct. The proposed amendments will rezone Central Precinct allowing for a range of land uses and new public open space. The purpose of this report is to provide an overview of:

- the planning context for the precinct
- the exhibited proposal and supporting documents
- consultation and public exhibition
- matters arising from public exhibition and resolution in the final plan.

Amendments to the Sydney LEP 2012 will enable the delivery of:

- approximately 950 new homes
- approximately 2,400 jobs
- 30% of new residential floor space to be provided as affordable housing
- 13,500 sqm of new public open space
- a range of floor space ratios (FSRs) up to 11:1
- a range of building heights, up to 38 storeys.

The Department has worked in collaboration with the City of Sydney (Council), Government Architect NSW (GANSW) and TfNSW and considered their advice in its assessment and finalisation of the new planning controls.



## 2 Context

The Department is responsible for undertaking a comprehensive assessment of the Rezoning Proposal to determine its appropriateness, carefully considering environmental and social factors, and identifying the infrastructure needs of the future population. The Department has undertaken this assessment, taking into consideration feedback from the public and other stakeholders, in collaboration with relevant agencies and local government and makes a recommendation to the Minister for Planning and Public Spaces for determination.

---

### 2.1 Site Context

Central Precinct is located on the southern edge of Central Sydney, approximately 1 kilometre south of the Sydney Town Hall and in the City of Sydney Local Government Area (LGA).

The Precinct covers 24 hectares bounded by Eddy Avenue to the north, Chalmers Street and Prince Alfred Park to the east, Cleveland Street to the south and Regent Street, Lee Street and Pitt Street to the west (Figure 1). The Precinct is irregular in shape with a length of approximately 800 metres (m) and is approximately 300 m at its widest.

The site is generally level however Central Station is elevated above the adjoining public domain including Eddy Avenue and Pitt Street.

The Precinct is mostly occupied by Central Station, Sydney's main train station and anchor of NSW's rail network. The station comprises the terminal building and 24 platforms above and below ground providing services for suburban, intercity and regional services. The station also caters for metro, light rail, bus, coach and point to point connections.

The whole Precinct is listed on the state heritage register as Central Station (Sydney terminal and central railway stations group). The Precinct includes the state heritage listed items, mortuary railway station and site), railway overbridge (railway square road overbridge) and the railway institute building.

The Precinct is surrounded by a variety of roads and parks. Adjoining and surrounding the Precinct is (Figure1):

- Eddy Avenue and Belmore Park (north)
- Surry Hills, a mix of terrace houses, commercial buildings, and infill development (east)
- Prince Alfred Park, a 7.5 hectares park with a range of recreation uses (south-east)
- Cleveland Street and Redfern, a mix of terrace houses and infill development (south)

- Chippendale, older terrace housing, commercial and infill development (south-west)
- the Western Gateway sub-precinct, Railway Square, Lee Street and Pitt Street (west).

The wider setting of the Precinct includes central business district (CBD) to the north and west, including Haymarket and Chinatown.

Broadway is located west of the Precinct and includes the University of Technology, University of Notre Dame and TAFE NSW, with the University of Sydney and Royal Prince Alfred Hospital further southwest.



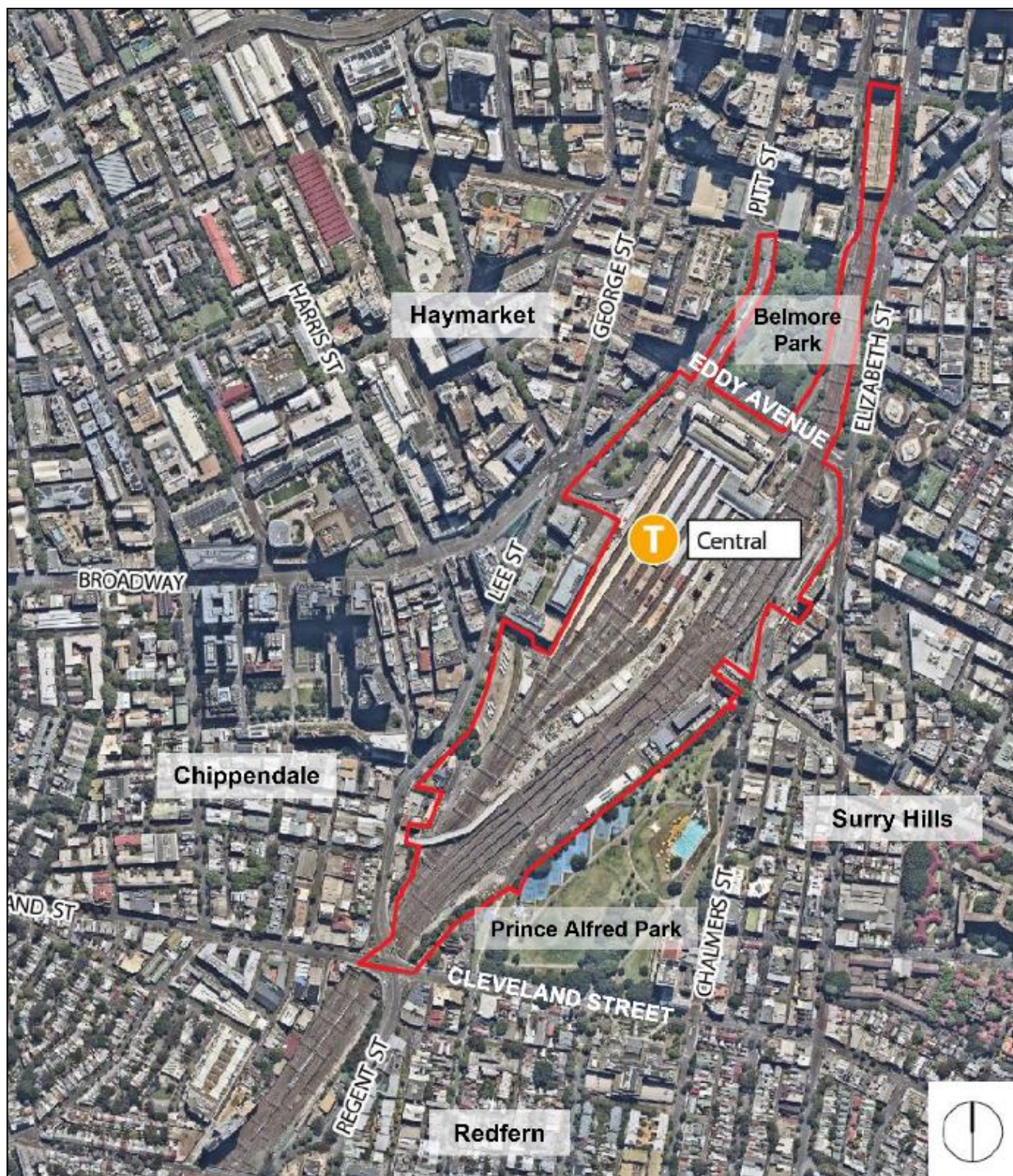


Figure 1: Central Precinct (Source: Planning Report Ethos Urban 2022)



---

## 2.2 Strategic Context

### 2.2.1 Greater Sydney Region Plan

The Greater Sydney Region Plan (the Region Plan) is the NSW Government's 40-year strategy and coordinates the approach to infrastructure and collaboration, liveability, sustainability and productivity across Greater Sydney.

The Plan builds on the recognised economic strengths of the Eastern Harbour City. With half a million jobs and the largest office market in the region, the Eastern Harbour City provides for further economic development while also addressing opportunities to improve liveability and sustainability.

Central Precinct is within the Eastern Harbour City and the proposal supports the following objectives in the Region Plan:

- collaboration with local and State government and the community (objective 1)
- public domain upgrades will create great places that bring people together (objective 12)
- State and local environmental heritage is identified, conserved and enhanced (objective 13)
- making the Harbour CBD stronger and more competitive (objective 18)
- sustainability targets contribute to a low-carbon city and address climate change (objective 33)
- energy and water flows are captured, used and re-used (objective 34).

### 2.2.2 Eastern City District Plan

The Eastern City District Plan (the District Plan) contains the planning priorities and associated actions for implementing the Region Plan in the Eastern City District. The growth and global competitiveness of the Harbour CBD is central to the vision for the district. Central Precinct is part of the CBD innovation corridor which is intended to grow knowledge-intensive, creative and start-up industries. The Rezoning Proposal is consistent with the goals of the District Plan as it promotes:

- healthy, creative, culturally rich and socially connected communities (priority E4)
- creating great places and local centres, and respecting heritage (priority E6)
- integrated land use and transport planning and a 30-minute city (priority E10)
- high quality open space (priority E18)
- reducing emissions and managing energy, water and waste efficiently (priority E19).

## 2.2.3 Local Strategic Planning Statement - City Plan 2036

Council's Local Strategic Planning Statement (LSPS) sets out the land use planning context and 20-year vision for a green, global and connected city. The LSPS identifies actions for the City to work with the NSW Government on projects such as Central Precinct and ensure delivery of appropriate commercial, business, office and retail floor space.

The proposal is consistent with the LSPS as it will provide a variety of permissible land uses to contribute to the delivery of new jobs and strengthen the role of Central Precinct as a connector to the CBD.

## 2.2.4 Governance

### Central Precinct Strategic Framework

As the first stage of planning for Central Precinct, TfNSW prepared a Central Precinct Strategic Framework which was endorsed by the then Planning Secretary on 12 August 2021. The framework establishes a vision, priorities and identifies 8 Sub-precincts shown at Figure 2:

The 8 sub precincts include:

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

Note that while the Central Precinct Strategic Framework sets a broad vision for future development, this proposal seeks to amend the planning controls for the Regent Street Sidings, sub-precinct, Prince Alfred Sidings sub-precinct and Goulburn Street sub-precinct only. No development of the OSD sub-precincts is proposed.

Detailed planning controls for the Western Gateway sub-precinct are already in place and is subject to the Western Gateway Sub-precinct Design Guide.

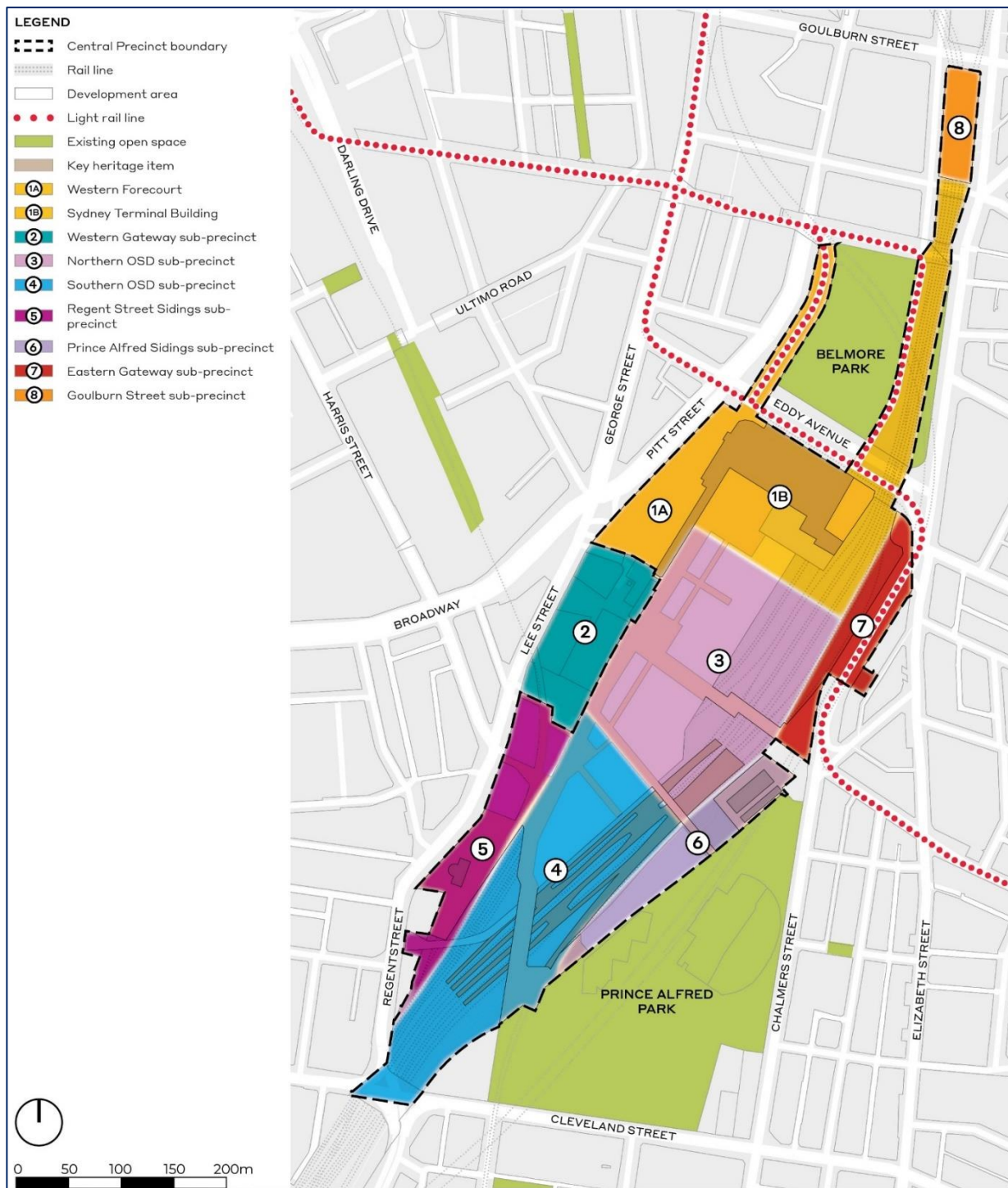


Figure 2 Sub-precincts, TfNSW, 2023

### Collaborative working arrangements

The planning process involved collaboration with government agencies and Council. The Department established a working group and review panel with membership from Council, GANSW, and TfNSW.

The working group met throughout the preparation and assessment of the SSP Study and the review panel met at key milestones to provide advice to TfNSW and the Department.

### State Design Review Panel (SDRP)

A SDRP was established to provide design advice to guide TfNSW's SSP Study. It included representatives from the GANSW and members of the NSW SDRP.

The panel was convened 11 times to consider the proposal and provide advice. Recommendations were provided on the planning framework, public space and landscape, amenity, bulk and scale, heritage, connecting with country, sustainability and design excellence. This report refers to the advice and recommendations of the SDRP in more detail where relevant.

# 3 Exhibited Rezoning Proposal

---

## 3.1 Exhibited Amendments to the Planning Framework

The exhibited Rezoning Proposal, including an explanation of intended effects (EIE) setting out the proposed planning controls and supporting studies was exhibited from 22 August to 4 October 2022. The exhibited plan sought to introduce planning control to enable the delivery of:

- a total of 514,900 sqm of floor space which would result in approximately:
  - 390,150 sqm gross floor area (GFA) of non-residential land uses (commercial, retail, education and hotel uses), providing for approximately 16,000 jobs
  - 84,900 sqm GFA of residential accommodation, including a minimum 15% affordable housing
  - 22,500 sqm GFA of student accommodation, providing 266 rooms for students
  - 17,350 sqm GFA of community and cultural space
- building heights ranging from 9 to 38 storeys
- delivery of two hectares of new publicly accessible open space, including:
  - Central Square, a new major civic square at the southern end of George Street
  - Central Green, a new open square at the northern end of the Precinct
  - Mortuary Station Garden, a new open space at the southern end of the Precinct
  - Upgrades to Eddy Avenue Plaza and the Ibero-American Plaza
- new active transport and pedestrian connections to connect the Precinct and surrounding suburbs, including three over rail bridges
- new land use zones including SP5 Metropolitan Centre, MU1 Mixed Use and RE1 Public Recreation, and retaining the existing SP2 Infrastructure (Railways) zoning.





Figure 3: Exhibited reference scheme, prepared by Architectus (Source: TfNSW, 2022)



Figure 4: Exhibited reference scheme, prepared by Architectus (Source: TfNSW, 2022)



---

## 3.2 Design Guide

The rezoning proposal includes a design guide that has been informed by technical studies and investigation. The role of the guide is to inform future detailed design development and approvals within Central Precinct.

The exhibited design guide included provisions to ensure new development achieves high quality outcomes for built form, public domain, heritage and improves the amenity of the Precinct and surrounds.

## 4 Community Engagement

The Rezoning Proposal was publicly exhibited on the NSW Planning Portal from 22 August to 4 October 2022. A total of 368 submissions were received.

Consideration of the issues raised in submissions is presented in Section 5 of this report. All submissions have been published on the Planning Portal.

---

### 4.1 How the Department of Planning, Infrastructure and Housing Consulted



Advertised on the NSW Planning Portal



6,500 mail notifications issued to landowners



348 emails to contacts who opted in for project updates

---

### 4.2 How Transport for NSW Consulted



17,000 postcard notifications issued to landowners



170 emails to Central contacts who opted in for project updates



1 City of Sydney town hall community event



1 livestream event held on Wednesday 7 September 2022, with over 90 participants



4-week advertising campaign (Fairfax, News Corp and Australian Community Media)



2 community drop-in sessions with between 60-70 attendees each

---

### 4.3 Who We Heard From



326 submissions were from community members

---



5 submissions were from community organisations



12 submissions were from Government agencies



13 submissions were from industry



12 submissions from private landowners

# 5 Revised Proposal

---

## 5.1 Response to Submissions

In October 2023, TfNSW submitted the response to submissions (RTS) report with amendments to the proposal and controls. The RTS and associated documents were made publicly available on the Department's website.

The key changes made in response to public, organisation and government agency comments and submissions include:

- reduction in the overall GFA by around 10,600 sqm
- reduction to the mapped floorspace by 10% with the possibility to award up to an additional 10% through a design excellence bonus
- increased the provision of affordable housing from 15% to 30% of residential floor space
- updates to building heights, including adopting the Prince Alfred Park sun access plane
- refinements to the built form, including increased separation to improve east-west views
- an additional 2,282 sqm of public open space across the Precinct, including an increased Mortuary Station Gardens (to a total of 6,500 sqm)
- an additional 4,295 sqm of plazas, including a larger Devonshire Square (3,634 sqm) and reconfigured Southern Plaza (4,702 sqm)
- revisions to the pedestrian network, including a consistent 18m wide Central Avenue and removal of the eastern colonnade
- changes to the Regent Street Sidings sub-precinct, including relocation of the bus layover, increased size of open space, and extension of the OSD deck for better integration
- improved interface between the Terminal building and the OSD deck through an updated staircase, expanded concourse level and heritage interpretation of the platform canopies
- improved wind performance to publicly accessible spaces with no safety issues on the OSD deck and improved comfort levels across the Precinct
- strengthened commitment to Aboriginal engagement and designing with country
- commitment to 100% renewable energy
- general updates to the draft design guide.

The RTS proposal is shown in Figure 5.



Figure 5: Revised reference scheme photomontage, viewed from the north-east (Source: Urban Design Framework, TfNSW August 2023)

---

## 5.2 Revised proposal

In October 2024, the NSW Government decided not to proceed with the OSD deck as part of the Rezoning Proposal. A Revised Proposal has been prepared which proposes new planning controls for only those parts of Central Precinct that do not rely on the OSD deck, including:

- Regent Street Sidings Sub-precinct – FSR 11:1 with height up to 38 storeys
- Goulburn Street Car Park Sub-precinct – FSR 8.6:1 with height up to 36 storeys
- Prince Alfred Sidings Sub-precinct – FSR 3:1 with height up to 8 storeys
- Central Square and Mortuary Station Gardens – public recreation zoning

The Revised Proposal is shown below in Figure 6.





Figure 6: Revised Proposal

### Revised reference master plan

In addition to the removal of the OSD, the Revised Proposal recommends minor updates to the reference master plan as follows:

- Outlines a potential residential outcome at Prince Alfred Sidings Sub-precinct. The Sub-precinct can accommodate approximately 110 homes with servicing and access from Chalmers Street. The proposed LEP controls are unchanged with minor amendments to the design guide.
- Expands the Regent Street Sidings Sub-precinct to incorporate an additional non-residential building on the eastern side of the Goods Line. The change allows an additional 6,740sqm of GFA within the Sub-precinct. The LEP maps have been updated and minor amendments to the design guide.

### State Environmental Planning Policy (State and Regional Development) 2011

It is also recommended to amend the State Significant Development Sites Central Precinct Site Map to include the land at Western Gateway to streamline development applications and apply a consistent planning framework for the whole Precinct. This would enable future development applications in the Western Gateway to be considered as SSD, consistent with the rest of Central Precinct. The Western Gateway Sub-precinct Design Guide will continue to apply.

# 6 Assessment of Key Issues

The Department has considered the issues raised throughout the planning process. The following key assessment issues have been identified:

1. Built form
2. Amenity
3. Land use mix
4. Public space
5. Heritage
6. Transport
7. Affordable and Social Housing
8. Infrastructure

The key assessment issues are discussed in the further detail below.

## 6.1 Built Form

Submission points	Response
<ul style="list-style-type: none"><li>• Submissions raised concerns about the density of the proposal as well as bulk and scale.</li><li>• The City of Sydney (Council) recommended a reduction in the overall floor space and that it should be calculated using Council's method for establishing building envelopes.</li><li>• Council recommended a reduction in the building bulk and building heights under the Sun Access Plane.</li></ul>	<ul style="list-style-type: none"><li>• The removal of the OSD deck addresses concerns about bulk and density. The Urban Design Framework has been updated to reference the Revised Proposal which demonstrates an overall improvement in terms of built form impacts.</li><li>• The Revised Proposal represents a significant reduction in GFA of 514,900sqm (exhibited reference scheme) to 140,190 (Revised Proposal).</li><li>• The Council's concerns about the floor space calculation methodology related to development on the OSD deck which is no longer part of the proposal.</li><li>• The Regent Street Sidings Sub-precinct has been further improved by a reduction of the podium envelope, creating more public open space and increased separation between future development and Mortuary Station.</li></ul>



<ul style="list-style-type: none"> <li>Some submissions support redevelopment but noted it must be balanced with high quality public space, good design and amenity.</li> <li>Submissions raised concerns regarding visual impacts, restricted views to the Central Station clock tower, visual impacts on Prince Alfred Park and overshadowing.</li> </ul>	<ul style="list-style-type: none"> <li>The Revised Proposal identifies a potential residential outcome for Prince Alfred Sidings Sub-precinct which has a reduced building footprint.</li> <li>All proposed development in the Revised Proposal is under the Sun Access Plane to ensure there is no additional overshadowing on Prince Alfred Park.</li> <li>Future development is supported by new and improved public open spaces which are discussed in more detail in section 6.4.</li> <li>The Revised Proposal represents a significant improvement on view and visual impacts from Prince Alfred Park and surrounds due to the removal of the OSD.</li> </ul>
---	--

## 6.2 Amenity

Submission points	Response
<ul style="list-style-type: none"> <li>The City of Sydney and some submissions raised concern about wind amenity. The City of Sydney recommended the proposal eliminate unsafe and uncomfortable wind environments and align public spaces with areas of good amenity. Council also raised concern about impacts to wind conditions outside of the Precinct.</li> <li>The City of Sydney raised concern about the potential for noise impacts on new residential development.</li> </ul>	<ul style="list-style-type: none"> <li>The Department undertook further wind analysis to ensure the Revised Proposal resulted in acceptable wind conditions. The wind assessment showed that all public open spaces satisfied the wind safety criterion except for a small area to the north of Western Gateway Block A (Atlassian Building) due to the introduction of the raised walkway as part of the Central Square redevelopment proposal. Further assessment and development of localised mitigation measures at DA stage is recommended.</li> <li>Further refinement and assessment will be carried out through the design excellence and detailed development process to address wind impacts outside of the Precinct</li> <li>The design guide includes robust controls to assist with the management of wind issues at the detailed development stage. It has been updated with improved wind comfort targets to ensure public spaces are suitable for their intended use.</li> <li>Future development will have to address noise impacts from the rail corridor. This can occur at the development application stage when detailed design is known. The design guide contains controls on noise and vibration to address the proximity of the rail corridor.</li> </ul>

	<ul style="list-style-type: none"> <li>The Revised Proposal has an overall improved amenity outcome and the design guide includes suitable controls to guide future development.</li> </ul>
--	---

## 6.3 Land Use Mix

Submission points	Response
<ul style="list-style-type: none"> <li>Submissions generally supported the vision of Tech Central as an innovation Precinct.</li> <li>Some submissions noted the need for flexible building types and raised concerns about too much commercial office space.</li> <li>Council considers that the scheme provided an over provision of commercial office space and that the proposal should include affordable workspace.</li> <li>Council raised concern that the Revised Proposal shows a potential residential outcome at Prince Alfred Sidings Sub-precinct. Council recommends that the Revised Proposal should be re-exhibited due to this change having different impacts to the previously exhibited proposal.</li> </ul>	<ul style="list-style-type: none"> <li>The Revised Proposal includes a reduction in the overall floorspace through the removal of the OSD deck, which was shown in the exhibited reference scheme as primarily commercial development.</li> <li>The proposed land use controls are consistent with the NSW Government's vision for Tech Central as they are flexible and allow for a range of uses, including commercial and residential, that are adaptable to changing market conditions.</li> <li>Central Precinct can respond to the housing crisis by providing capacity for approximately 950 homes including a minimum of 30% affordable housing.</li> <li>Concerns regarding the over-provision of commercial space have been resolved through the removal of the OSD deck.</li> <li>The Department explored Council's suggestion to define and require affordable workspace, however there is no current mechanism to achieve this, and it requires a broader policy response, which is outside the scope of this rezoning. The design guide includes provisions to ensure that commercial development provides affordable employment space for startups and small to medium sized enterprises.</li> <li>The Revised Proposal has been updated to show a possible residential outcome at Prince Alfred Sidings Sub-precinct. This is consistent with the exhibited SP5 Metropolitan Centre zone which allows for a broad range of uses including commercial and residential. The previous commercial outcome shown in the exhibited reference scheme remains possible under the new planning controls.</li> <li>The Revised Proposal is consistent with the exhibited reference scheme and no re-exhibition is required.</li> <li>The design guide includes appropriate guidance to ensure that Council's concerns regarding residential uses can be resolved through the design excellence and detailed development process.</li> </ul>

## 6.4 Public Space

Submission points	Response
<ul style="list-style-type: none"> <li>• Submissions noted the need for more high quality, public open space and to prioritise early delivery.</li> <li>• Council supported the amount of public open space proposed and made a number of recommendations to ensure high quality spaces are delivered.</li> <li>• Council raised concerns regarding the amount of solar access for good amenity at Mortuary Station Gardens.</li> <li>• Submissions expressed the need to protect existing public spaces (Prince Alfred Park and Belmore Park).</li> <li>• Council raised concerns regarding impacts to Prince Alfred Park resulting from potential residential development at Prince Alfred Sidings Sub-precinct. In particular, impacts on Council's tennis and basketball courts and mature trees.</li> </ul>	<ul style="list-style-type: none"> <li>• The Revised Proposal includes an overall reduction in public open space due to the removal of the OSD deck which included new publicly accessible spaces and pedestrian connections across the rail yards.</li> <li>• The Revised Proposal includes two major new public open spaces being Central Square (approximately 7,000 sqm) and Mortuary Station Gardens (approximately 6,500 sqm). The spaces will provide new civic spaces, landscaped areas and tree canopy.</li> <li>• The new public space in the Revised Proposal delivers 13,500sqm of public space and exceeds the City of Sydney Open Space, Sport and Recreation Study benchmark of a minimum of 15% of site area dedicated to open space.</li> <li>• Mortuary Station Gardens and Central Square are expected to be delivered alongside the DA(s) for development within the Precinct and may be subject to future planning agreements (not part of this rezoning proposal). Central Square is expected to be coordinated with the delivery of Central Walk West.</li> <li>• Mortuary Station Gardens and Central Square will be subject to design excellence in accordance with the design guide which requires an EOI design led procurement to be developed in consultation with the Consent Authority and agreed by the NSW Government Architect.</li> <li>• TfNSW undertook a review of the open space network to identify opportunities to improve sunlight access to the open space network. The design guide includes sunlight provisions which are consistent with the Sydney DCP (public open spaces to achieve minimum of 4 hours of protection for 50% of the area between 9am-3pm at winter solstice and plazas/ squares to achieve minimum 2 hours of protection for 50% of the area between 9am-3pm at winter solstice).</li> <li>• The proposed building heights comply with the existing sun access plane controls for Prince Alfred Park and Belmore Park, maintaining sunlight protection for tree growth and public amenity in these areas.</li> <li>• Council's concerns regarding impacts on the tennis courts can be resolved through the design excellence and detailed development process. The SP5 zone allows for a range of land use outcomes at</li> </ul>

Submission points	Response
	<p>Prince Alfred Sidings Sub-precinct, including residential or commercial. The design guide includes guidance regarding the protection of mature trees and can be resolved through detailed design.</p> <ul style="list-style-type: none"> <li>Issues relating to public space have been appropriately resolved and the design guide includes provisions to ensure these matters are addressed through the design excellence process and at the DA stage.</li> </ul>

## 6.5 Heritage

Submission points	Response
<ul style="list-style-type: none"> <li>The NSW Heritage Council raised concerns regarding the scale of the proposal and recommended that the OSD be removed and low-rise options be explored.</li> <li>Submissions raised concern that the proposed bulk and scale may impact on heritage items including the Sydney Terminal Rail and Central Railway Stations Group, Mortuary Railway Station, and Ultimo Road Railway Underbridge.</li> <li>Submissions recommended retention of views including between heritage components and the clock tower.</li> <li>Submissions noted heritage items in the Precinct should be considered as a whole.</li> </ul>	<ul style="list-style-type: none"> <li>State and local planning policy identifies Central Precinct as a key area for renewal and establishes a reasonable expectation for change. Notwithstanding, the Revised Proposal includes design changes which significantly improve the heritage response and address the issues raised. In particular, the removal of the OSD reduces heritage and visual impacts and largely aligns with the recommendations from the NSW Heritage Council which sought reduced bulk and scale.</li> <li>The Revised Proposal has an appropriate response to the existing heritage fabric, heritage curtilage, views, vistas, cumulative heritage impacts, historical archaeology, Aboriginal cultural heritage and interpretation.</li> <li>Impacts on the Central Terminal building are significantly reduced, with the removal of any significant built form at this location meaning there is no longer a need to interface with an OSD deck.</li> <li>The proposal maintains views to the Central Station clock tower including views from the south.</li> <li>Impacts on Mortuary Station have been reduced, through the introduction of greater separation distances between Mortuary Station and new development on Regent Street, with reduced podiums to better integrate with surrounds.</li> </ul>

Submission points	Response
<ul style="list-style-type: none"> <li>Concerns were raised regarding the interface of the OSD with Sydney Terminal Building.</li> <li>Concerns were raised regarding the interface between Mortuary Station and new development in Regent Street Sidings Sub-precinct.</li> <li>Submissions raised concern that enclosing the platforms beneath the OSD deck would limit the operation of heritage steam trains.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to the inter-city platforms have been significantly reduced with the retention of the existing arrival sequence to the city as 'open-to-sky'.</li> <li>The proposal enables the ongoing use of Central Station for heritage steam and diesel trains, preserving the station's role as a stage for moveable heritage.</li> <li>The Revised Proposal presents a sympathetic built form response to heritage components. There is scope for further refinement through the design excellence process and detailed planning approvals.</li> <li>The design guide includes appropriate guidance that will ensure heritage issues are addressed at the DA stage. The design guide will require specialist heritage advice and further consultation with the NSW Heritage Council and ensure heritage interpretation and interpretive elements celebrate the diverse cultural significance of the site.</li> </ul>

## 6.6 Affordable and Social Housing

Submission points	Response
<ul style="list-style-type: none"> <li>Council recommended 25% affordable rental housing, 15% diverse housing (student housing, co-living, aging in place, accessible and mixed tenure housing), and 10% of affordable housing provided should be for culturally appropriate Aboriginal and Torres Strait Islander housing.</li> <li>Sydney LHD recommended the proposal provide a minimum of 25% affordable housing, in addition to 15%</li> </ul>	<ul style="list-style-type: none"> <li>The Revised Proposal includes an increased affordable housing provision from a minimum of 15% of residential floorspace to a minimum of 30% residential floorspace.</li> <li>The minimum 30% commitment is secured by a requirement in the Sydney LEP 2012 that development consent cannot be granted for development in the Central Precinct unless the consent authority is satisfied that at least 30% of the total floor area used for residential accommodation will be used for the purposes of affordable housing.</li> <li>The design guide has been updated to require an affordable housing needs assessment and implementation strategy at DA Stage. This will include consideration of diverse housing (i.e. Aboriginal and Torres Strait Islander housing, affordable student housing and key worker housing)</li> </ul>

Submission points	Response
<p>diverse housing and a minimum of 7.5% social housing.</p> <ul style="list-style-type: none"> <li>Community Housing Industry Association NSW recommended 25-30% of dwellings as affordable and a further 15% diverse housing.</li> </ul>	

## 6.7 Transport

Submission points	Response
<ul style="list-style-type: none"> <li>Council raised concerns regarding the assumptions that informed the proposal, including trip generation rates being inconsistent with the (former) Roads and Maritime Services (RMS) rates, lack of a 'no development' scenario, lack of consideration for cumulative impact, and impacts on pedestrian movement.</li> <li>Council recommended closing Lee Street to vehicle traffic to realise the vision for Central Square.</li> <li>Submissions raised concern regarding traffic impacts to Prince Alfred Park and surrounding roads.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic modelling undertaken by TfNSW addresses issues raised in submissions with the adoption of the TRCIS database containing surveys of vehicle and multimodal trip generation.</li> <li>The closure of Lee Street is not currently within the scope of the Central Precinct project. The design guide supports the vision for a Central Square, futureproofing the partial closure of Lee Street and connection to Railway Square.</li> <li>Development of the Precinct is expected to have a negligible impact on the wider road network as transport is based around public transport.</li> <li>The Revised Proposal will generate significantly less demand than the modelled scenario which is based on the RTS scheme.</li> <li>The proposal supports the potential or partial closure of Lee Street. The design guide includes provisions to ensure development contributes to the delivery of Central Square (including the partial closure of Lee Street) and future decisions about Lee Street will occur separately (they are not part of this rezoning proposal).</li> <li>The Revised Scheme no longer includes the proposed new road through Prince Alfred Park to the OSD deck (from Cleaveland Street) significantly reducing the impact on Prince Alfred Park.</li> <li>The Revised Scheme has a substantially reduced impact on the pedestrian network through removal of the OSD. Pedestrian modelling</li> </ul>



Submission points	Response
<ul style="list-style-type: none"> <li>• Submissions expressed that development should provide more active transport infrastructure (i.e. cycle paths and extension of the Goods Line).</li> <li>• Bicycle NSW raised concern around the proposed street layout and reliance on vertical transport to navigate level changes.</li> <li>• Submissions raised concern about ensuring the future operations and capacity of Central Station would be maintained despite any development.</li> <li>• Council raised concern regarding the use of Prince Alfred Sidings Sub-precinct for residential uses due to potential increased traffic, parking demand, issues with vehicle and pedestrian access and increased pedestrian movements.</li> </ul>	<p>was undertaken based on the RTS scheme and demonstrates that pedestrian demand is mostly generated by Central Station's transport interchange (not the proposed development).</p> <ul style="list-style-type: none"> <li>• Intersections impacted by increased pedestrian demand (including demand generated by Central Station interchange) have been identified and will be considered for road space reallocation in line with the TfNSW road space allocation policy and procedure.</li> <li>• Pedestrian modelling confirms development can safely accommodate pedestrian demands. The design guide has been updated to ensure development targets level of service (LOS) C of the walking space guide or better, to ensure a comfortable walking experience.</li> <li>• The Revised Proposal includes an updated cycle network which responds to the removal of the OSD deck. The proposal includes potential new cycle routes on Lee Street and Eddy Avenue and retains the Goods Line which may service as a local access cycle route. Vertical transport linkages are no longer proposed.</li> <li>• The Revised Proposal does not limit the future operation and capacity of Central Station.</li> <li>• The Revised Proposal includes an updated reference scheme which demonstrates at a high-level that accessing and servicing to potential residential development at Regent Street Sidings Sub-precinct is possible. The design guide includes further detail and access and servicing issues will be appropriately dealt with at the DA stage.</li> <li>• Issues relating to transport have been appropriately resolved and the design guide includes provisions to ensure these matters are appropriately resolved at the DA stage.</li> </ul>

## 6.8 Infrastructure

Submission points	Response
<ul style="list-style-type: none"> <li>• Council does not support TfNSW's approach for a planning agreement for local infrastructure, which</li> </ul>	<ul style="list-style-type: none"> <li>• Following public exhibition TfNSW sought to negotiate a planning agreement with Council. Negotiations took place throughout 2023 however the parties were not able to reach agreement.</li> </ul>



Submission points	Response
<p>would allow for offsetting contributions payable under the Central Sydney Development Contributions Plan.</p> <ul style="list-style-type: none"> <li>• Council raised concern that the Revised Proposal does not include a clear mechanism to deliver Central Square and noted that it is unlikely to be delivered due to the reduced amount of development proposed at Central Precinct. Council recommends that the Revised Proposal should be re-exhibited due to changes to the planning mechanism to deliver Central Square.</li> </ul>	<ul style="list-style-type: none"> <li>• As there is no planning agreement currently in place the future developer will provide contributions in accordance with Council's contribution plan.</li> <li>• Any requests to offset contributions payable under the Central Sydney Development Contributions Plan may be considered at the DA stage once more detail is known.</li> <li>• The design guide includes guidance on the delivery of key infrastructure including Central Square and Mortuary Station Gardens.</li> <li>• The Revised Proposal includes no changes to the planning mechanism to deliver Central Square. The Revised Proposal is consistent with the exhibited reference scheme and no re-exhibition is required.</li> </ul>

# 7 Post-Exhibition Amendments

As part of the finalisation process, further refinements to aspects of the plan were made. This has resulted in several refinements to the Rezoning Proposal. The changes discussed below relate to the review of submissions with further amendments to the mapping referred to under Section 8.1.

The Department has assessed the post-exhibition amendments and considers that they appropriately address the issues raised in submissions and discussed in Section 6 of this report. The amendments are supported.

---

## 7.1 Environmental Planning Instrument Planning Framework

### 7.1.1 Regent Street Sidings

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"><li>Planning controls:<ul style="list-style-type: none"><li>zone: MU1 Mixed Use</li><li>FSR: 10:1</li><li>HOB: Prince Alfred Park Solar Access Plane</li></ul></li></ul>	<ul style="list-style-type: none"><li>Planning controls:<ul style="list-style-type: none"><li>zone: SP5 Metropolitan Core</li><li>FSR: No change</li><li>HOB: Prince Alfred Park Solar Access Plane</li></ul></li></ul>

### 7.1.2 Prince Alfred Sidings

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"><li>Planning controls:<ul style="list-style-type: none"><li>zone: SP5 Metropolitan Core</li><li>FSR: 3:5:1</li><li>HOB: Prince Alfred Park Solar Access Plane</li></ul></li></ul>	<ul style="list-style-type: none"><li>Planning controls:<ul style="list-style-type: none"><li>zone: SP5 Metropolitan Core</li><li>FSR: No change</li><li>HOB: Prince Alfred Park Solar Access Plane</li></ul></li></ul>

### 7.1.3 Goulburn Street Car Park

Exhibited Controls	Post-exhibition amendments
--------------------	----------------------------

<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>zone: SP5 Metropolitan Core</li> <li>FSR: 10:1</li> <li>HOB: Belmore Park Solar Access Plane</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>zone: SP5 Metropolitan Core</li> <li>FSR: No change</li> <li>HOB: Belmore Park Solar Access Plane</li> </ul> </li> </ul>
--	---

### 7.1.4 Central Square

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>zone: RE1</li> <li>FSR: N/A</li> <li>HOB: N/A</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>zone: RE1</li> <li>FSR: No change</li> <li>HOB: No change</li> </ul> </li> </ul>

### 7.1.5 Over Station Development

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>zone: SP5 Metropolitan Core and RE1 Public Recreation</li> <li>FSR: 9:1, 9:5:1 and 12:1</li> <li>HOB: Prince Alfred Park Solar Access Plane</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Planning controls: <ul style="list-style-type: none"> <li>the OSD has been removed from the proposal.</li> </ul> </li> </ul>

### 7.1.6 Miscellaneous

Exhibited Controls	Post-exhibition amendments
--------------------	----------------------------

<ul style="list-style-type: none"> <li>• Planning controls: <ul style="list-style-type: none"> <li>○ maximum residential gross floor area of 107,400 sqm</li> <li>○ publicly accessible spaces map</li> <li>○ non-residential car parking requirements</li> <li>○ affordable housing commitment of 15%</li> <li>○ requirement to consider the Central Precinct Design Guide</li> <li>○ amendment to SEPP (Planning Systems) 2021 to ensure development within Central Precinct with a CIV of more than \$30 million is declared SSD.</li> <li>○ amendment to SEPP (Exempt and Complying Development Codes) 2008 to include Central Precinct to allow events in public domain to be exempt development.</li> <li>○ amendment to SEPP (Transport and Infrastructure) 2021 to include Central Precinct as a public authority precinct.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Planning controls: <ul style="list-style-type: none"> <li>○ no maximum residential gross floor area</li> <li>○ no publicly accessible spaces map</li> <li>○ non-residential car parking requirements</li> <li>○ affordable housing commitment of 30%</li> <li>○ requirement to consider the Central Precinct Design Guide</li> <li>○ amendment to SEPP (Planning Systems) 2021 to ensure development within Central Precinct with a CIV of more than \$30 million is declared SSD (including the Western Gateway Sub-precinct).</li> <li>○ amendment to SEPP (Exempt and Complying Development Codes) 2008 to include Central Precinct to allow events in public domain to be exempt development.</li> <li>○ amendment to SEPP (Transport and Infrastructure) 2021 to include Central Precinct as a public authority precinct.</li> <li>○ amendment to SEPP Planning Policy (Industry and Employment) 2021 to exclude prohibition of advertising.</li> <li>○ retention of exhibiting commercial uses in the Sydney Terminal Building on an ongoing basis.</li> </ul> </li> </ul>
--	---

# 8 Amendments to the Planning Framework

The following outlines the amendments to Sydney LEP 2012 to give effect to the Precinct's rezoning and provide development controls that support future development.

## 8.1 Sydney Local Environmental Plan 2012

Provision	Intended outcome
Land Use Zoning	<p>Rezone land from SP2 Infrastructure Railways to SP5 Metropolitan Centre and RE1 for public open space.</p> <p>Refer to <b>Appendix A</b> for the proposed land zoning map.</p>
Height of Buildings	<p>Amend the maximum height of building map to apply a maximum height range consistent with the Prince Alfred Park and Belmore Park Sun Access Plane.</p> <p>The Prince Alfred Park solar access plane limits height of development to ensure no additional overshadowing to Prince Alfred Park.</p> <p>Refer to <b>Appendix B</b> for the proposed height of building map.</p>
FSR	<p>Amend the maximum FSR map to apply a maximum FSR ranging from 3:1 to 11:1.</p> <p>Refer to <b>Appendix C</b> for the proposed FSR map.</p>
Part 6 Local provisions – height and floor space	<p>Disapply clauses relating to height and floor space across Central Sydney including the following clauses:</p> <ul style="list-style-type: none"><li>• 6.3 additional floor space in Central Sydney</li><li>• 6.3A application of subdivision</li><li>• 6.21D competitive design process</li><li>• 6.21E tower cluster areas</li><li>• 7.20 development requiring or authorising preparation of a development control plan</li></ul>
Part 8 Local Provisions – Central Precinct	<p>Include new site-specific provisions for Central Precinct including:</p> <ul style="list-style-type: none"><li>• new objectives</li><li>• requirement to consider the Central Precinct Design Guide</li><li>• affordable housing requirement</li></ul>

Provision	Intended outcome
	<ul style="list-style-type: none"> <li>• requirement for design excellence</li> <li>• allowance for additional floor space where design excellence is demonstrated</li> <li>• car parking controls</li> </ul>
Schedule 1 Additional permitted uses	Amend additional permitted uses to allow commercial premises at Central Station without development consent on an ongoing basis.
Schedule 5 Environment heritage	Omit site from the list of items.

## 8.2 State Environmental Planning Policy (Planning Systems) 2021

Provision	Intended outcome
Central Precinct identified sites	Identify Central Precinct (including the western gateway) as a state significant development identified site.

## 8.3 State Environmental Planning Policy (Exempt and Complying) 2008

Provision	Intended outcome
Clause 2.125 and 2.126	Add Central Precinct to the list of stage significant precincts to enable events to be undertaken in the public domain as exempt development subject to compliance with the standards set in clause 2.126.

---

## 8.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

Provision	Intended outcome
Chapter 2, Part 2.3, Division 11, clauses 2.69-2.70	Identify Central Precinct as a public authority precinct.

---

## 8.5 State Environmental Planning Policy (Industry and Employment) 2021

Provision	Intended outcome
Section 3.8(2)	Identify Central Precinct to exclude the prohibition of advertising.



## 9 Conclusion

The Rezoning Proposal amends planning controls for the Central Precinct through a self-repealing SEPP under the EP&A Act. This SEPP will update the controls within the Sydney LEP 2012 to align with the objectives and controls of the Rezoning Proposal.

The Department has undertaken a detailed assessment of the Rezoning Proposal and is satisfied the issues raised have been adequately addressed for rezoning purposes.

The Department's assessment has addressed several key issues raised, including built form, amenity, land use mix, public space, heritage, transport, affordable and social housing, and infrastructure. The issues have been adequately addressed for rezoning purposes.

The Department recommends the rezoning of the Precinct be supported to enable the delivery of approximately 950 new homes with 30% as affordable housing, capacity for 2,400 new jobs and 13,500 sqm of new public open space.

The rezoning includes robust controls and design guidance which will enable appropriate consideration of issues through subsequent stages of the planning process.

# Appendix A – Proposed Land Zoning Map

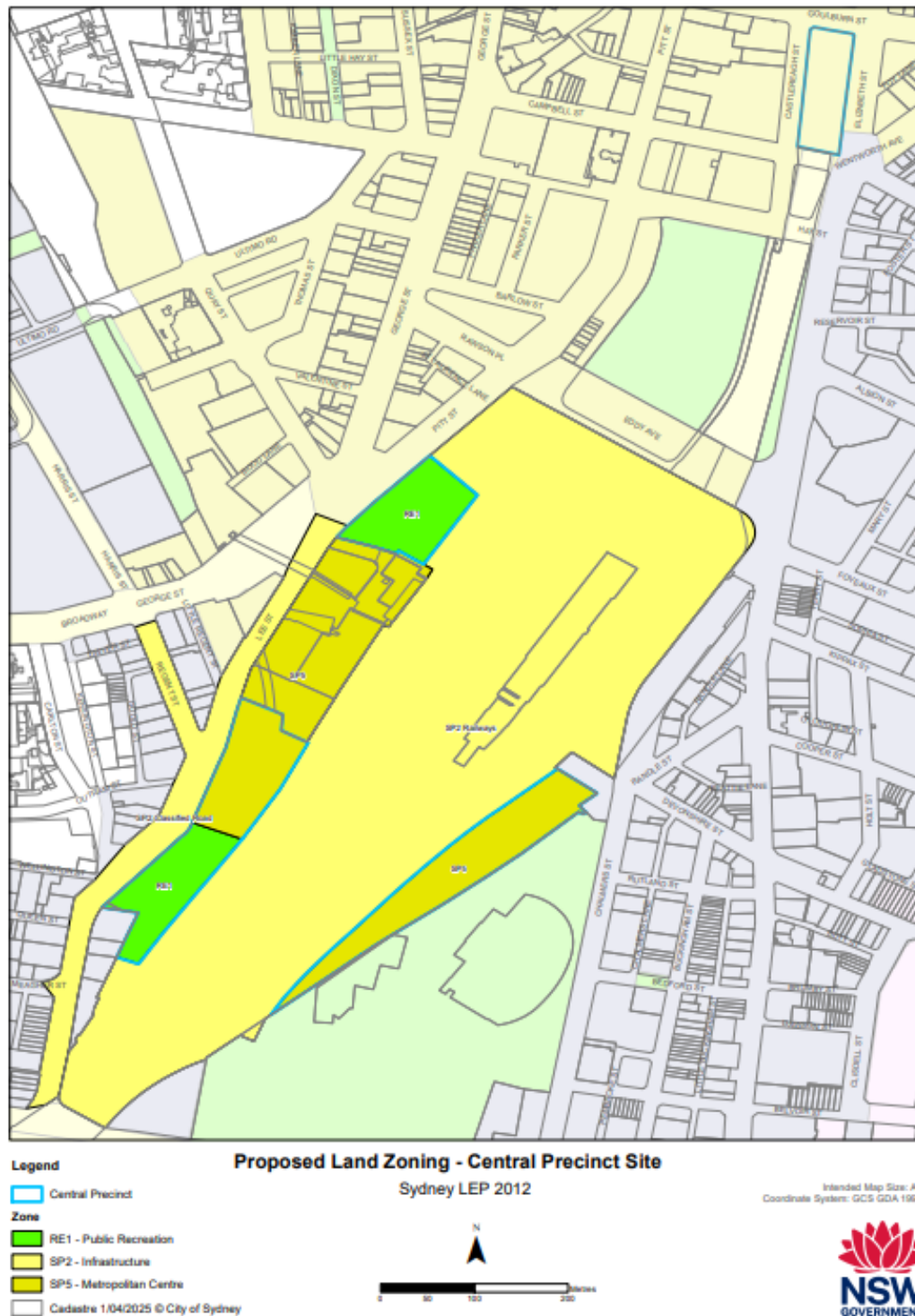


Figure 7: Proposed Land Zoning Map (Source: Department of Planning, Housing and Infrastructure, 2025)

# Appendix B – Proposed Height of Building Map

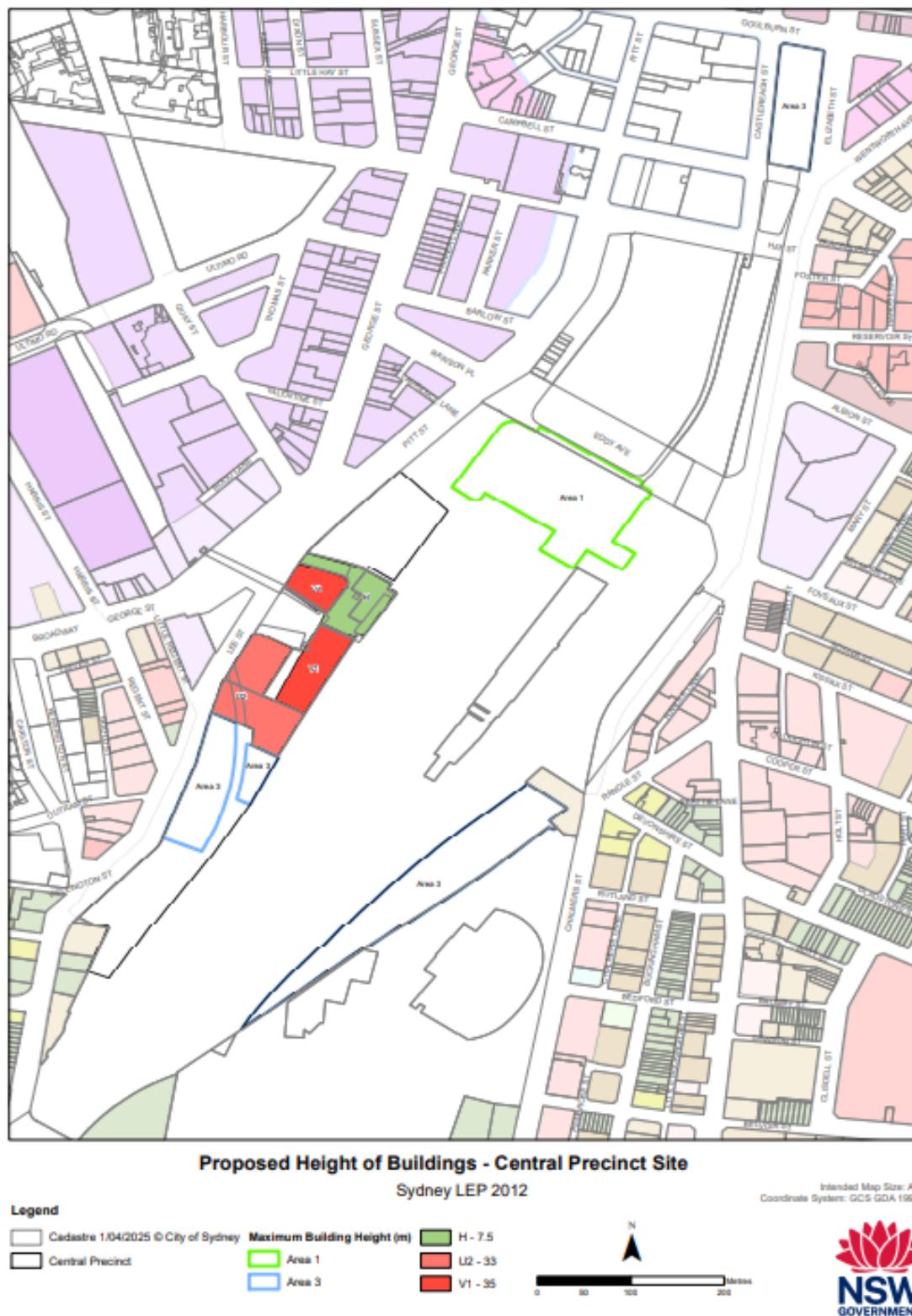


Figure 8: Proposed Height of Building Map (Source: Department of Planning, Housing and Infrastructure, 2025)

# Appendix C – Proposed Floor Space Ratio Map

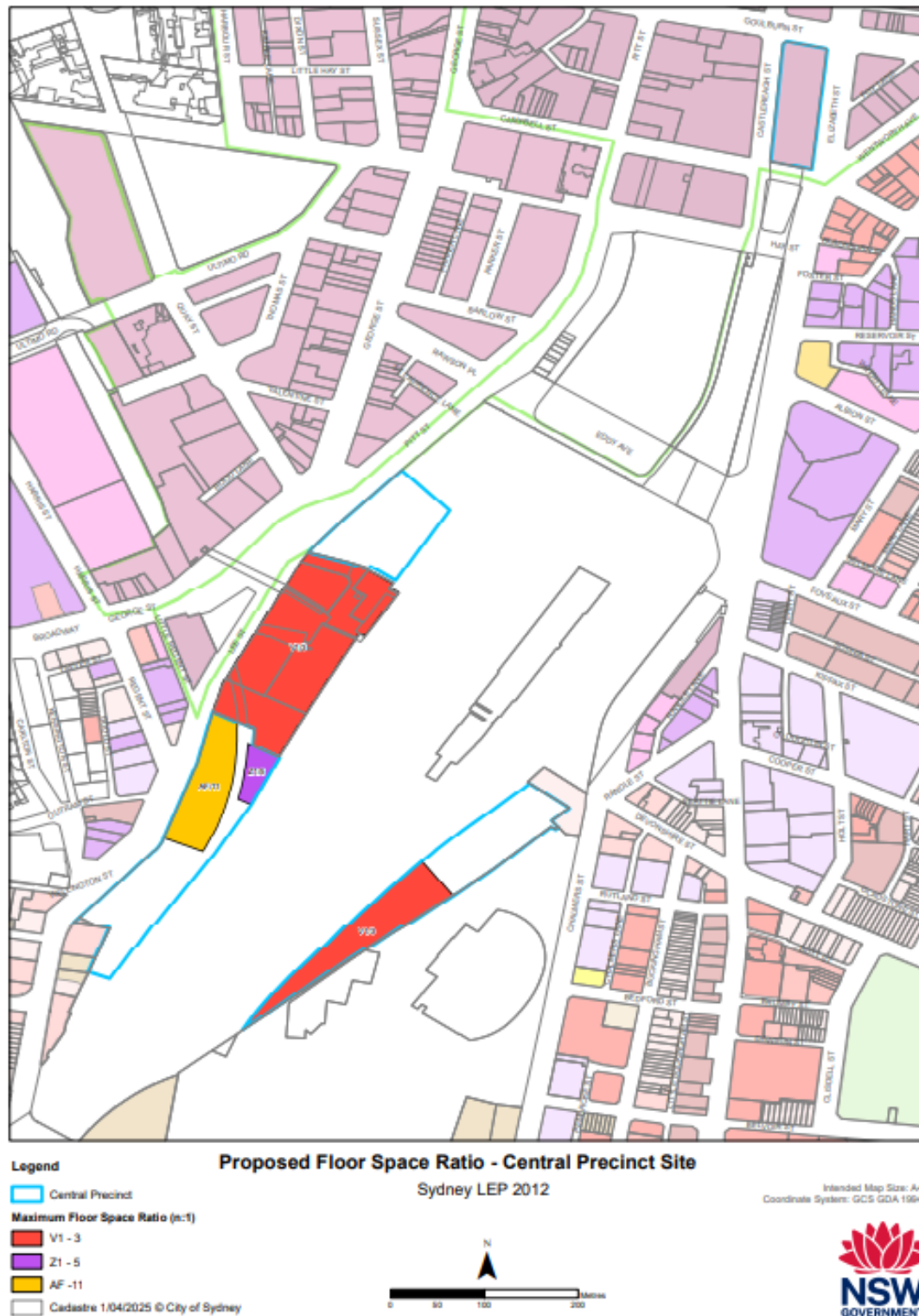


Figure 9: Proposed Floor Space Ratio Map (Source: Department of Planning, Housing and Infrastructure, 2025)