1. Introduction

1.1 Overview of the project

Transport for NSW (Transport | the Proponent) is proposing to restore and revitalise the Sydney Terminal Building at Central Station (the project). The project is located on Gadigal Country, part of the Eora Nation. It is in Haymarket, in the City of Sydney local government area. Figure 1-1 shows the project's context within the Sydney Central Business District (CBD).

Central Station is the country's busiest transport interchange and was the first rail terminal to be built in Australia. It is an important piece of transport infrastructure for NSW and a significant international tourist gateway in an area of historical significance.

The project forms part of the Central Precinct Renewal Program (CPRP), a NSW Government plan to restore and revitalise the transport interchange, which is described further in Section 1.3.

The project is declared State significant infrastructure under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979*, requiring preparation of this environmental impact statement (EIS) and approval by the Minister for Planning.

1.2 Proponent details

Transport for NSW, Level 44, 680 George Street, Sydney, NSW 2000
ABN: 18 804 239 602

1.3 Key features of the project

The project is located in an area bound by Eddy Avenue to the north, Pitt Street to the west, the Suburban Rail corridor to the east, and the head of the rail platforms in the Grand Concourse to the south (Figure 1-2). This is referred to as the project area. It includes the inside of the Sydney Terminal Building and:

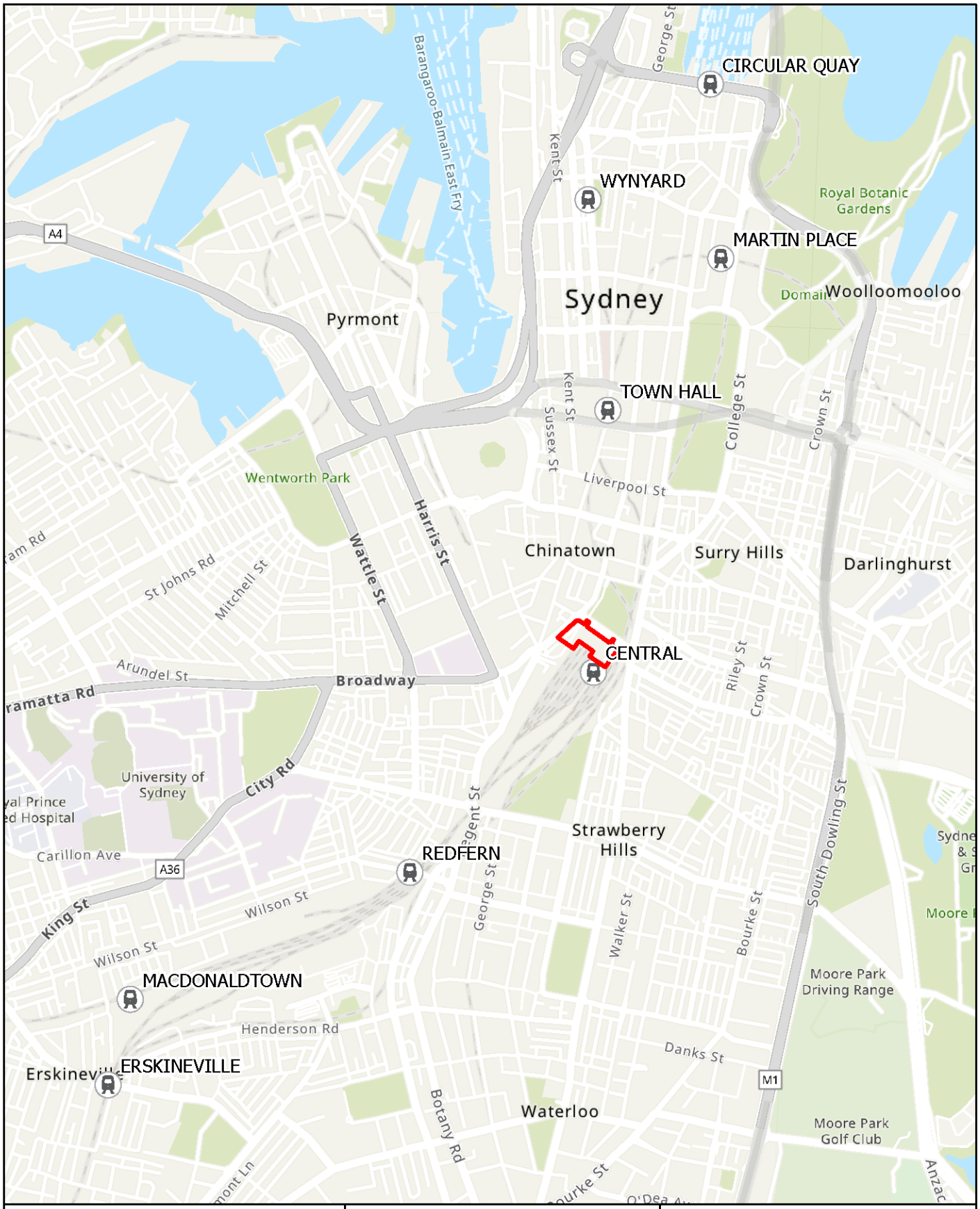
- Eddy Avenue Plaza
- Eddy Avenue Colonnade
- Central Electric Building
- Western Forecourt
- Western loading dock (located beneath the Western Forecourt).

The project's key features are:

- Revitalisation and upgrade of the Sydney Terminal Building, Eddy Avenue Colonnade, Eddy Avenue Plaza and Western Forecourt to improve customer amenity, access and wayfinding (see Figure 1-2)
- Reconfiguration and market style retail activation within the western loading dock
- Refurbishment of the Central Electric Building to be repurposed for additional retail space
- Adaptive reuse and improved activation of spaces, including high quality retail, and commercial, cultural, entertainment and community uses, complimentary to the transport interchange's function
- Utility relocation and replacement.

Construction is planned to start in mid-to-late 2023. It would take about three years subject to planning approval, funding availability, and weather. Construction will be phased to allow for the continued use and functionality of the Sydney Terminal Building while work is being carried out. Therefore, the building will be open and operational during construction. The proposed stages are:

- Site establishment
- Eddy Avenue Plaza work
- Substation relocation
- Central Electric Building refurbishment
- Upgrade of the Grand Concourse
- Sydney Terminal Building works
- Western Forecourt strengthening and western loading dock work
- Light rail track realignment.



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Data Source: Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Prepared by:MD
Checked by: CS
Approved by:AS

Legend

- Project area
- Train stations

Sydney Terminal Building Revitalisation Project

Figure 1-1: Project context

Project Number: 287415

Drawings / Design Prepared By
ARUP

Client
NSW GOVERNMENT Transport for NSW

The project would complement the station's main use as a transport interchange. It would improve amenity through creating more shops and places for customers to visit while also improving lighting, wayfinding and accessibility. Overall, this would make the station more accessible, safe, and easier to navigate.

The project aims to address current Sydney Light Rail operations at the Central Station light rail platform where a 2-stage drop-off and pick-up arrangement exists. By widening the platform to alleviate congestion issues, it is intended to simplify operations to a single drop-off and pick-up arrangement.

Routine maintenance, including inspections and repairs, would take place inside and outside the Sydney Terminal Building to ensure continuous and safe operation of Central Station. Transport would carry this out in line with its standard maintenance policies.

Chapter 5 (Project description) details the design. It will continue to evolve through the State Design Review Panel, consultation, and detailed design and construction planning process.

The project has been developed in accordance with Transport's Sustainability Plan (Transport for NSW, 2021e) and its Environment and Sustainability Policy (Transport for NSW, 2020f).

1.4 Project background and history

The project was developed out of the CPRP. This is the NSW Government's vision to regenerate 24 hectares of land in and around Central Station. It will create an exciting new place for business and the community by revitalising the area and transforming this underused part of Sydney from a place people simply move through, to one where people want to visit, work, relax, connect, and socialise.

The Precinct sits at the southern end of Sydney's CBD. Its revitalisation is key to maintaining the City's position locally, nationally, and globally as a destination for business, investment, and talent. It was declared as being of State significance by the Minister for Planning in July 2019. This was due to its potential to boost investment and deliver new jobs. A two-stage statutory planning framework was established to help develop the Precinct:

- **Stage 1** | Involved the development and adoption of a Strategic Framework in March 2021 (Transport for NSW, 2021b). This *outlined* the vision, planning priorities, design principles, and future character of eight proposed sub-precincts, including the Central Station sub-precinct.
- **Stage 2** | Involved preparing and exhibiting the Central State Significant Precinct study in August 2022. This *defined* the vision, planning priorities, and development controls for the sub-precincts.

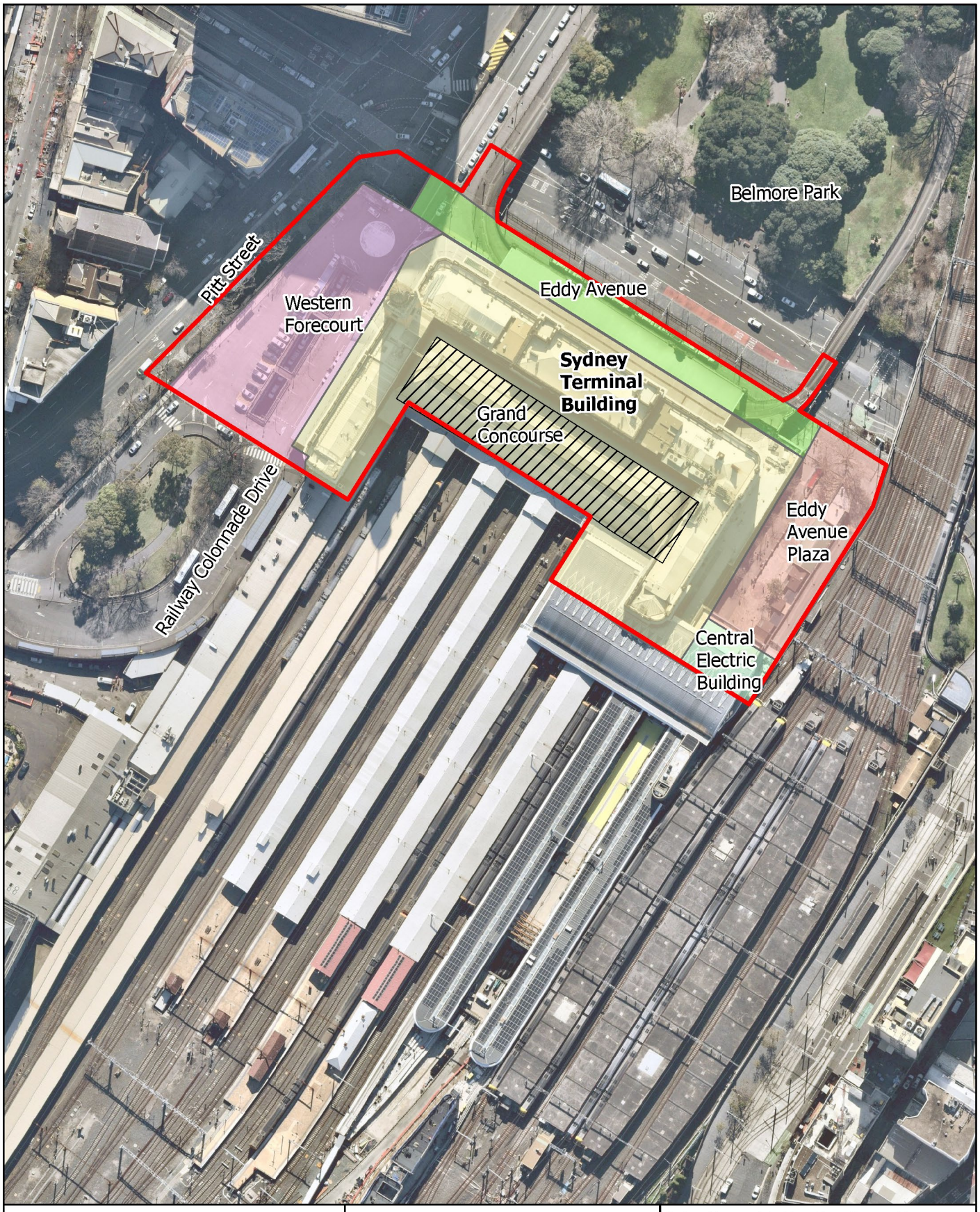
The CPRP is a long-term project that will involve many elements built over several years. Transport identified the restoration and revitalisation of the Sydney Terminal Building, as being the first project needed to deliver the wider renewal program. This is because it would encourage people back into the area by creating new commercial and retail spaces, supported by amenity improvements that would help reinforce the station's heritage value.

Chapter 6 (Stakeholder and community engagement) details the feedback received from consultation and the outcomes this led to. In summary, the project provides an opportunity to:

- Improve connectivity, safety, and customer experience to support the efficient operations of Sydney's prime transport hub by creating new connections and improving access and wayfinding
- Change existing perceptions and re-establishing the Sydney Terminal Building as a desirable place and attractive destination to stay and enjoy
- Create an activated and connected hub
- Enhance heritage and restore the building's iconic roofs and façades
- Improve connectivity within the southern part of Sydney's CBD
- Provide new opportunities for commerce and retail activation.

The project is intended to progress as a priority for the overarching CPRP. Other aspects of the precinct renewal are discussed in Chapter 3 (Strategic context and project need).

The relationship between the project and the wider CPRP boundary is shown in Figure 1-3.



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Scale at A4

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Data Source: © Nearmap 2022

Prepared by: MD
Checked by: CS
Approved by: AS

Legend

- Project area
- Sydney Terminal Building
- Central Electric Building
- Eddy Avenue
- Eddy Avenue Plaza
- Grand Concourse
- Western Forecourt

Sydney Terminal Building Revitalisation Project

Figure 1-2: Project area

Project Number: 287415

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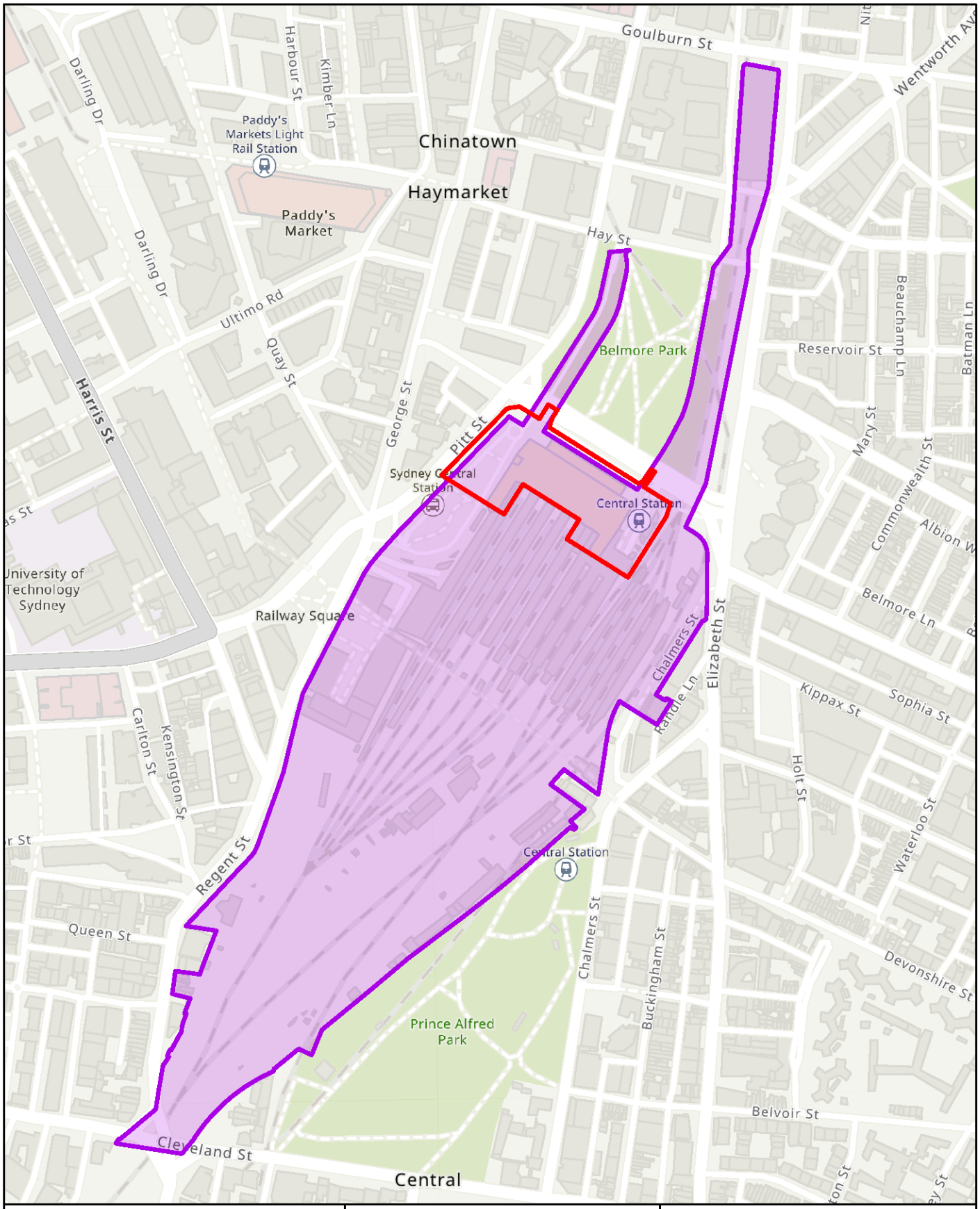
Client: NSW Government | Transport for NSW



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Data Source: Esri Community Maps Contributors, Geoscape, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Prepared by:MD
Checked by: CS
Approved by:AS

Legend

- Project area
- Central Precinct Renewal Program boundary

Sydney Terminal Building Revitalisation Project

Figure 1-3: Project relationship with Central Precinct Renewal Program

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Client
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1.4.1 Project objectives

The project objectives are shown in Figure 1-4.

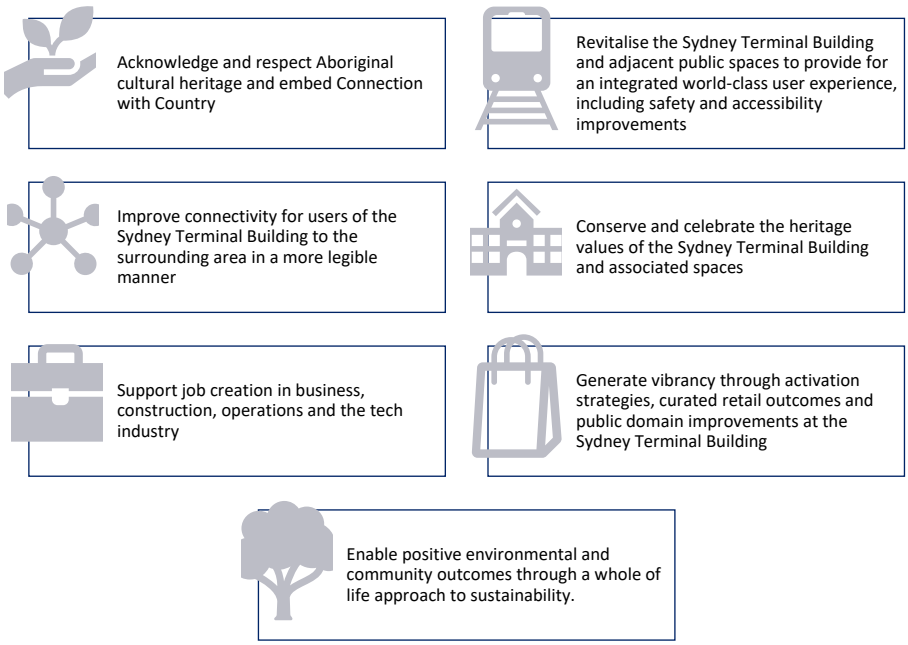

Figure 1-4: Project objectives

1.5 Related development

Related development is any development or infrastructure required for the project or may be developed as a result of the project, but would be subject to a separate approval process.

No related development or infrastructure is required for the project.

1.6 Purpose and structure of this environmental impact statement

The purpose of this EIS is to describe the project and existing environment, to allow a comprehensive assessment of the potential direct, indirect, and cumulative impacts. The EIS also identifies measures and strategies to be implemented to avoid, minimise, manage, mitigate, offset and/or communicate the potential impacts.

This EIS has been prepared to comply with the Secretary's Environmental Assessment Requirements issued by the NSW Department of Planning and Environment on 17 October 2022 and sections 190 and 192 of the Environmental Planning and Assessment Regulation 2021.

The structure of the EIS is outlined in Table 1-1.

Table 1-1: Structure of this EIS

Chapter	Description
Chapter 1	**Introduction (this chapter)** Provides a broad overview of the project and where it is located.
Chapter 2	**Approval framework** Outlines the statutory requirements and the steps in the assessment and approval process.
Chapter 3	**Strategic context and project need** Provides the strategic context and need for the project.
Chapter 4	**Selection of the preferred project** Describes the alternatives and options considered and identifies the preferred project.
Chapter 5	**Project description**

Chapter	Description
	Provides a detailed description of the project including key design, construction, and operational features.
Chapter 6	**Stakeholder and community engagement** Outlines the stakeholder and community engagement activities carried out to date, key findings, and the likely engagement activities to be carried out if the project is approved.
Chapters 7– 22	**Assessment of environmental impacts** Assesses the environmental, social, and economic impacts of the project, including any cumulative impacts, and identifies environmental management measures.
Chapter 23	**Project justification** Presents a justification and evaluation of the project as a whole, having regard to its environmental and social impacts and the principles of ecologically sustainable development.
Chapter 24	**References**
Appendix A	**Secretary's environmental assessment requirements checklist**
Appendix B	**Environmental Planning and Assessment Regulation 2021 checklist**
Appendix C	**Statutory compliance table**
Appendix D	**Stakeholder and community engagement table**
Appendix E	**Mitigation measure table**
Appendix F	**Aboriginal heritage assessment**
Appendix G1	**Non-Aboriginal heritage assessment**
Appendix G2	**Historical archaeological impact assessment and research design**
Appendix G3	**Heritage opportunities and constraints report**
Appendix H	**Traffic, transport, and access assessment**
Appendix I	**Place and urban design assessment**
Appendix J	**Landscape and visual impact assessment**
Appendix K	**Noise and vibration assessment**
Appendix L	**Socio-economic impact assessment**
Appendix M1	**Biodiversity development assessment report waiver request**
Appendix M2	**Biodiversity development assessment report waiver determination**
Appendix N	**Hydrology and flood assessment**
Appendix O	**Groundwater, soil and contamination assessment**
Appendix P	**Air quality assessment**
Appendix Q	**Climate change adaptation plan**