

Summary

Transport for NSW (Transport) is proposing to revitalise the main terminal building (known as the Sydney Terminal Building) at Central Station in Haymarket. This is part of a wider upgrade program to improve the Central Precinct area in the southern section of the Sydney Central Business District (CBD). While most of the planned revitalisation would take place inside the terminal building it would also see work taking place along Eddy Avenue Colonnade and in the Eddy Avenue Plaza and Western Forecourt (see Figure 1).

Most of the work is aimed at refurbishing the Sydney Terminal Building and improving the customer experience (including pedestrian access), function and appearance, while conserving the heritage values of the site. The internal layout of the Sydney Terminal Building would be simplified to make it easier for people to catch trains, buses, and the light rail and metro services. It would be an opportunity for more shops, restaurants, cafés, and community and cultural spaces inside and outside of the Sydney Terminal Building that are currently empty or no longer required by previous uses. There would be more places to sit, there would be more planting and shade, and more natural light inside the Sydney Terminal Building.

Before Transport starts work the project needs to be approved by the Minister for Planning. This is because there are laws to ensure suitable measures are put in place to protect the environment and the people who use and work in Central Station or live and work nearby.

This summary is part of a document that has been prepared to identify the likely issues and impacts (both positive and negative) that are likely to occur when carrying out work or after the work is complete. It is called an environmental impact statement (EIS), and its main aim is to demonstrate that the project has been designed and developed to avoid and minimise impacts. The statement also assesses if the work complies with various laws and regulations, and that Transport has spoken with those people who would be affected by the project to make sure they can have their say in how the work should be carried out and what the Sydney Terminal Building would look like once it is renovated.

It was also important that the project was developed with input from the Traditional Custodians from the Gadigal people, to ensure that Central Station connects with the Country on which it is located. It was also important to develop design solutions that help conserve the use of natural resources and materials.

The following two figures show Central Station's location within the Sydney CBD and the areas where the revitalisation work is planned.

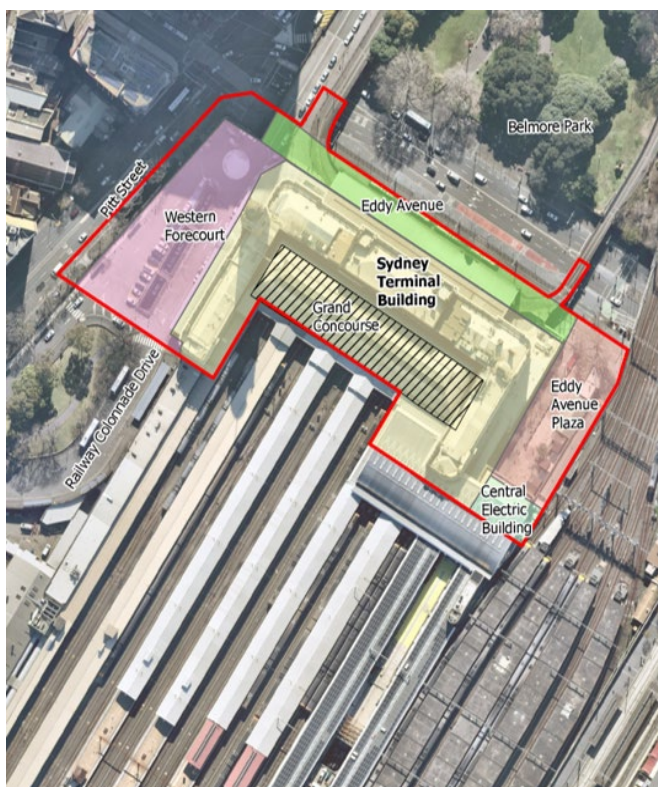


Figure 2: Project area and key project elements

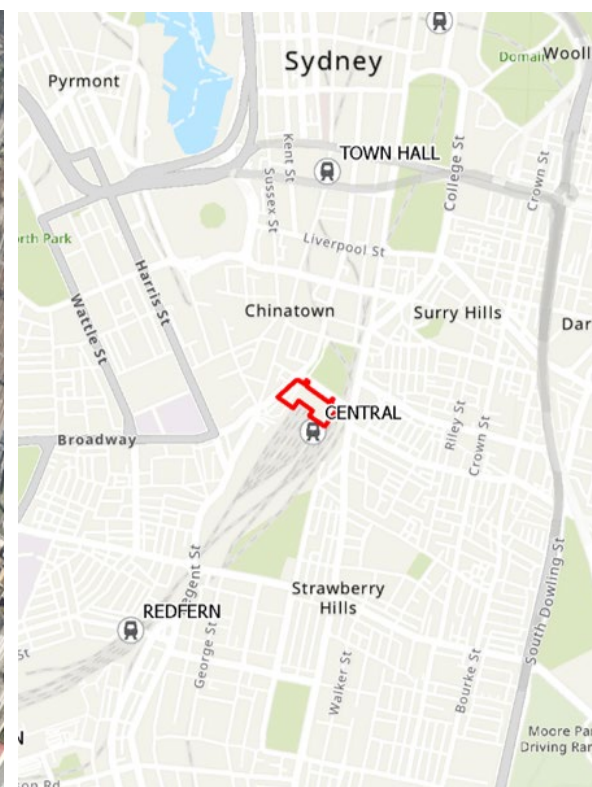


Figure 1: Project context

What is proposed?

The project would include the following key features.

Design

- Revitalise and upgrade of the Sydney Terminal Building, Eddy Avenue Colonnade, Eddy Avenue Plaza and Western Forecourt to improve the look and feel of Central Station, access to and within the building, and the ability to navigate through the space easily
- Change the layout of shops within the loading dock area under the Western Forecourt
- Build additional high-quality shopfronts within the Eddy Avenue Plaza and the Central Electric Building
- Activate the space through the inclusion of commercial, cultural, entertainment and community uses that suit a transport station
- Move and replace utilities as required.

Construction

Construction is planned to start in mid-to-late 2023 and would take about three years to complete however this is reliant on the project being approved and good weather. Construction will be carried out in different stages to allow for Central Station to remain open and continue to be used while works construction is occurring. The proposed construction stages are:

- Setting up the site (for example, installing fencing around construction materials and equipment)
- Work on Eddy Avenue Plaza
- Moving the substation
- Work on the Central Electric Building
- Work on the Grand Concourse
- Work within the Sydney Terminal Building
- Work on the Western Forecourt
- Realignment of the light rail track.

Operation

Once construction is complete, Central Station will be fully operational. The proposed upgrades will not change the current use of the Sydney Terminal Building as a transport interchange but are expected to improve the overall look and feel, access, safety and navigation of the Sydney Terminal Building.

The project also aims to improve the Sydney Light Rail operations in the Porte Cochere light rail platform by widening the platform to allow people to be dropped-off and picked-up from the same location (rather than these happening separately as is currently the case).

Ongoing maintenance of the Sydney Terminal Building would be required which would be managed by Transport in line with standard maintenance policies. Periodic maintenance including inspections and repairs would take place inside and outside the Sydney Terminal Building to ensure ongoing operation of Central Station.

Figure 3 and Figure 4 show the proposed design in terms of its future use, while Figure 5 and Figure 6 provide an artistic impression of what this design would look like within the Eddy Avenue Plaza and Grand Concourse.

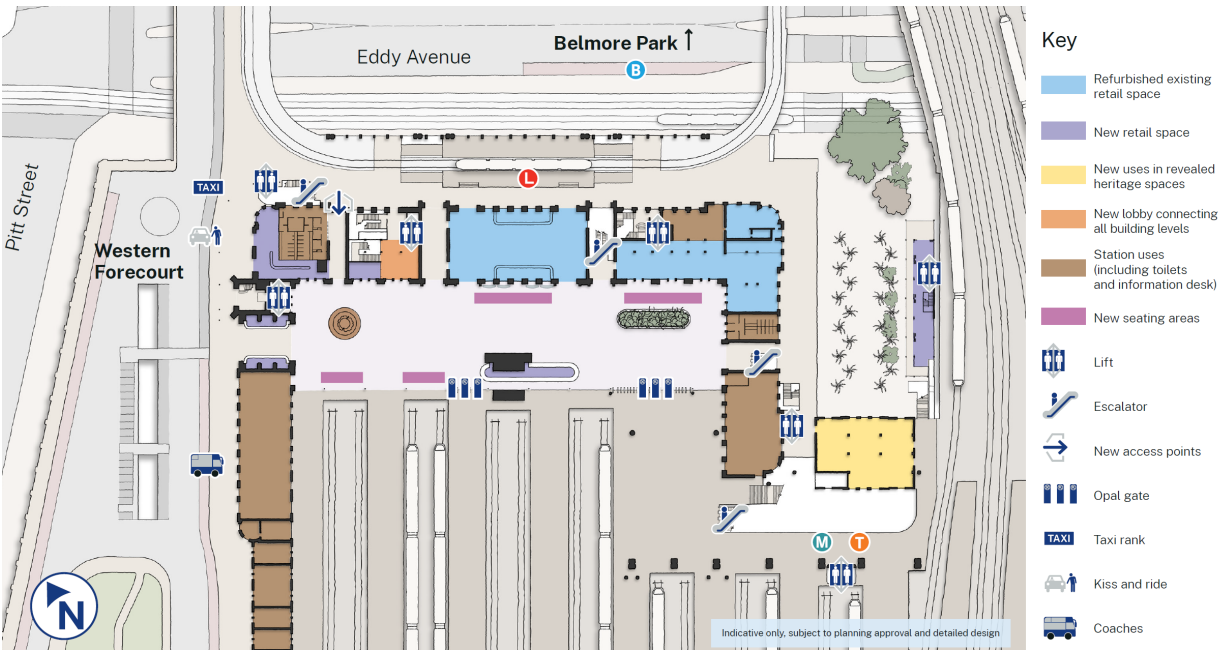
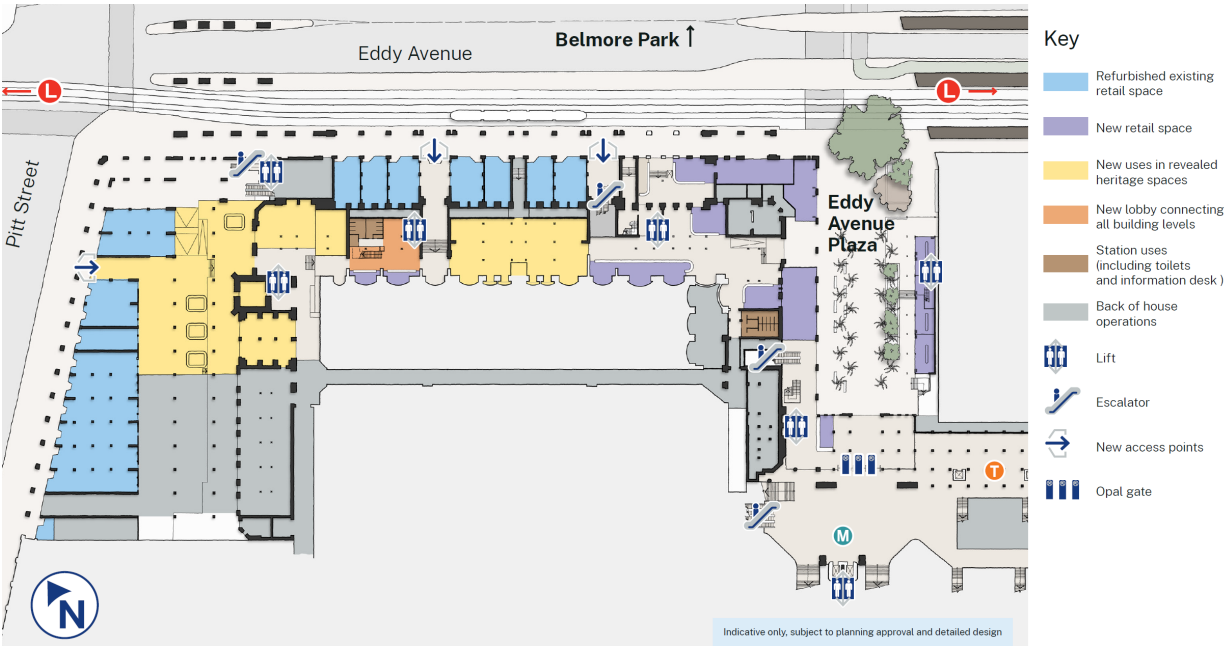




Figure 5: Artist impression of Eddy Avenue Plaza

Subject to final design and planning approval



Figure 6: Artist impression of the Sydney Terminal Building's Grand Concourse

Subject to final design and planning approval

Why is the project needed?

This project is part of the wider Central Precinct Renewal Program (CPRP), which is a NSW Government plan to renew the land around Central Station. The CPRP aims to turn this underused area of the CBD into a place people will want to visit, work, relax, connect and socialise rather than a place that is simply travelled through as is currently the case. A key focus of this area is to turn it into a technology and innovation precinct (known as Tech Central).

The specific objectives of the project are detailed in Figure 7 below.



Figure 7: Project objectives

How would the project satisfy this need?

Table 1 summarises how the project meets these objectives.

Table 1: How the project satisfies the objectives and project need

Project objective	Response
Acknowledge and respect Aboriginal cultural heritage and embed Connection to Country	The project design adopts Connecting with Country principles so that it will be consistent with the approach taken to the wider CPRP area.
Revitalise the Sydney Terminal Building and adjacent public spaces to provide for an integrated world-class user experience, including safety and accessibility improvements	Central Station is currently viewed as unsafe with little to no attractive factors that encourage people to travel there specifically. The project would improve the quality of the public spaces available as well as the shopfronts within the Sydney Terminal Building. Better lighting and clear access points would also be provided by the project.
Improve connectivity for users of the Sydney Terminal Building to the surrounding area in a more legible manner	People currently find it difficult to know where to go within the Sydney Terminal Building to get to their destination. This project would help to improve this by widening areas to allow people to see more of the space and gain a better idea of what options they can take to move through the space (including the installation of better signage).
Conserve and create the heritage values of the Sydney Terminal Building and associated spaces	The Sydney Terminal Building is a heritage listed site that was built in the early 1900s and currently requires some repairs and maintenance to help conserve it going forward. The project would help restore some previously lost elements of the heritage building and help strengthen the use and function of the space so that it can continue to operate as a transport station into the future.

Project objective	Response
Support job creation in business, construction, operations and the tech industry	COVID-19 and its lockdowns have impacted the businesses and communities within and surrounding Central Station. This project provides the opportunity to help address these impacts by providing new spaces and opportunities for commercial and retail businesses to use. The construction of the project would also result in around 100 construction jobs per year for three years.
Generate vibrancy through activation strategies, curated retail outcomes and public domain improvement at the Sydney Terminal Building	The project would help activate spaces by providing more retail spaces (including a multi-purpose space) as well as new landscaping and public art initiatives.
Enable positive environmental and community outcomes through a whole of life approach to sustainability.	The project has considered the potential environmental impacts and identified mitigation measures to avoid and/or minimise them where possible.

What is the approval process?

The project is a State significant infrastructure project and therefore needs to be assessed and approved by the Minister for Planning under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Transport has prepared this EIS in line with the EP&A Act, Environmental Planning and Assessment Regulation 2021 (EP&A Regulation), and the Department of Planning and Environment's (DPE) Secretary's environmental assessment requirements issued in October 2022. This EIS has also considered DPE [State Significant Infrastructure and State Significant Project Guidelines](#) and is certified by a Registered Environmental Assessment Practitioner.

This EIS is on exhibition to provide the community, government agencies and stakeholders with an understanding of what is proposed and an opportunity to comment. Transport will consider the submitted comments and provide a report to DPE that summarises the feedback received during exhibition and responds to the issues raised. Following this, DPE will prepare a report for the Minister for Planning, who will then decide whether or not to approve the project subject to conditions.

What alternatives and options were considered?

Three overall project alternatives were considered, as outlined in Table 2.

Table 2: Project alternatives and evaluation outcomes

Alternative	Description	Outcome
Do nothing	Existing access and retail space within and surrounding the Sydney Terminal Building would not be changed	The option was not considered a feasible alternative as it is inconsistent with the project objectives and would not provide safety, heritage or amenity benefits for the community and customers using Central Station.
Do minimum	Necessary repairs, refurbishment and heritage restoration would be carried out so that the Sydney Terminal Building would be able to continue being used.	Evaluation of this option determined that it does not sufficiently address the needs and objectives of the project as it: <ul style="list-style-type: none"> Provides minimal improvements to improving amenity and connection between areas of the Sydney Terminal Building Provides minimal improvements to the quality of retail spaces Provides minimal improvements to helping people navigate the space Is unlikely to attract additional visitors.
The project – revitalisation of	Three revitalisation design options were initially considered for the project which included various	The three options were based on the ability to fulfil the needs and objectives of the

Alternative	Description	Outcome
the Sydney Terminal Building	<p>combinations of work to the key elements of the Sydney Terminal Building including the building itself, Eddy Avenue Plaza, Eddy Avenue and the loading dock. The preferred option included the following elements:</p> <ul style="list-style-type: none"> • Sydney Terminal Building transformation • Reconfiguration of the loading dock • Eddy Avenue Plaza renewal. 	<p>project. The preferred option was selected as it would provide improved outcomes for visitors and customers by improving the activation and customer experience, as well as minimising heritage impacts and maximising available retail space.</p>

The preferred option (that is, the project) was selected as it would:

- Improve wayfinding and the connection between the Sydney Terminal Building and surrounding public domain
- Acknowledge the heritage significance of Central Station
- Upgrade the public realm around and within the Sydney Terminal Building including Eddy Avenue Plaza, Eddy Avenue Colonnade, Pitt Street and the Grand Concourse
- Renew and activate the ground floor of the building by providing public access
- Refurbish and/or upgrade critical services.

What are the main community and stakeholder views?

The stakeholder and community consultation process has played a key role in informing the design and focus of assessment for this EIS and will continue to do so through detailed design and construction. The key engagement activities carried out for this project to help inform this EIS were carried out between June and December 2022. These activities are summarised in Figure 8.



Figure 8: Summary of consultation activities

Consultation carried out as part of the wider CPRP has also helped to inform this project. This has been carried out since 2015 and has contributed to the planning and design approach for the project by identifying key design themes, including culture and heritage, place and destination, mobility and access, social and environmental sustainability, and economy and innovation.

The key consultation themes identified from the consultation feedback specific to this project include:

- Improve the facilities, amenities, signage, access, and lighting to create a better customer experience
- Acknowledge Aboriginal cultural heritage as part of the project
- Creating a safe, inclusive, and accessible destination for all customers
- Take inspiration from other destinations in Australia and around the world

- Provide a variety of experiences such as healthy food options, a vibrant night-time economy, and heritage related pop-up spaces/events
- Effectively mitigate impacts during construction, particularly in relation to dust, noise, heritage, access, and impacts to rough sleepers
- Preserve the important heritage values of the Sydney Terminal Building.

For more detail on the consultation findings/community views and issues that have been raised and how they have been considered in this EIS, refer to Appendix D (Stakeholder and community engagement table). Consultation activities will continue to occur as the project continues, in line with the Community Stakeholder Engagement Plan that has been developed for this EIS.

What are the main beneficial and adverse outcomes?

The main beneficial and adverse outcomes from the project are summarised below.

Aboriginal heritage

The project is located on the traditional lands of the Gadigal people of the Eora Nation. Aboriginal peoples have lived within the Sydney Basin area for at least 30,000 years. Central Station in particular has been a point of connection between Aboriginal peoples living in regional areas and communities in the inner city such as Redfern. There is also a dark history associated with Central Station for Aboriginal peoples however (in particular, Platform 1), where children were taken from their homes and often completely disconnected from their families as part of the Stolen Generation.

A site inspection was carried out with no physical Aboriginal artefacts identified within the project area. However, the areas around the Western Forecourt and Eddy Avenue Plaza have been assessed to have low archaeological potential (low likelihood of containing Aboriginal artefacts).

The key potential beneficial outcomes for Aboriginal heritage because of the project include:

- Connection to Country considerations have been embedded into the design of the project and would help to provide employment, participation, and decision-making opportunities for Aboriginal people, including the opportunity to be involved in the management of community assets
- Provide spaces that are physically and cultural accessible.

The key potential adverse outcomes for Aboriginal heritage because of the project include:

- Construction activities would disturb the ground within the northern construction footprint and may therefore disturb Aboriginal cultural artefacts, however this is considered to be unlikely
- There will be no negative impacts on Aboriginal cultural heritage during operation.

Non-Aboriginal heritage

The Sydney Terminal Building was originally built in 1906 but continued to change into the mid-to-late twentieth century as new railway lines were added. The area has also undergone some changes recently with the construction of Sydney Metro and the light rail services, along with other upgrades within Central Station.

Many of the heritage aspects for this area are associated with railway uses, however, nearby heritage items also include a former post office, Belmore Park, Daking House, former lottery office, and a church. There is also the potential for archaeological items related to an old police superintendent's residence and a cemetery to be located within the construction footprint.

The key potential beneficial outcomes for non-Aboriginal heritage because of the project include:

- The continued and improved use of Central Station as a major transport interchange which is what it was originally designed for
- New works would blend in with the design and appearance of the heritage listed elements as much as possible
- Works would be carried out to conserve and enhance the heritage elements of the building, including the reconstruction of lost heritage elements such as the former Booking Hall and the glazing of the Grand Concourse roof.

The key potential adverse outcomes for non-Aboriginal heritage because of the project include:

- Removal of the original fabric/component of the building in some areas to include new entrances, escalators, lifts, and stairs. These changes would be minimised by focusing new works and interventions on non-original or modern components and modified spaces as much as possible
- Potential vibration impacts to the Sydney Terminal Building and Central Railway Stations Group heritage listed area that could cause cosmetic damage; however, this is considered to be unlikely.

Traffic, transport and access

The Sydney Terminal Building is a key transport interchange within Sydney and provides many public transport services including rail, metro, light rail, bus, charter and taxi services. The current layout of the Sydney Terminal Building makes it difficult for people to move between these services and figure out where they should be going (especially for first time

visitors). While there are many entry and exit points to the Sydney Terminal Building, people often find it difficult to see which is the easiest direction to take.

There is a lot of traffic that runs along the roads surrounding Central Station which make it difficult for people to cross the road. However, the speed limits along these roads are also low which is similar to other parts of the CBD.

The key potential beneficial outcomes for traffic, transport and access because of the project include:

- New bicycle parking for up to 50 bicycles would be provided within Eddy Avenue Plaza
- Signage, escalators, lifts, and staircases would be installed to improve access within the project area
- New signage would help people navigate through the Sydney Terminal Building.

The key potential adverse outcomes for traffic, transport and access because of the project include:

- Realignment of the Dulwich Hill light rail service track would temporarily impact this public transport service and cause some disruption during construction
- Some changes to the way people move through the project area due to the need to navigate through the Sydney Terminal Building to accommodate the construction activities. This would have a minimal impact on the amount of time it normally takes people to walk through the space
- Potential for traffic lanes next to project area to be closed occasionally during construction
- Additional 20–30 heavy vehicles (for example, trucks) and 50 light vehicles (for example, personal cars) arriving and leaving the site every day during construction, increasing traffic movements by about two per cent.

Place, design and movement

The Sydney Terminal Building and associated railway tracks makes it difficult for people to travel between George Street, Belmore Park, Surry Hills and the broader Central Precinct area as there are 25 rail platforms between them that they need to navigate through. The Sydney Terminal Building also has multiple levels which makes this connection with the surrounding area even harder. As noted above, the layout of the Sydney Terminal Building makes it difficult for people to know when they should go.

There are six public space areas within the project area. These include:

- The Grand Concourse | A large hall within the Sydney Terminal Building where people arrive and leave from when catching the train
- The Porte Cochere | Contains the light rail service and looks over Eddy Avenue and Belmore Park
- Eddy Avenue Plaza | An entry point to the Grand Concourse and Central Electric Building that contains some retail shops
- Eddy Avenue Colonnade | Several shops line the street along Eddy Avenue underneath a series of sandstone columns
- Pitt Street Colonnade | Mostly used as a waiting area for the coach services
- Western Forecourt | A key point where people can catch a taxi from. This area is also used as a public car park.

The key potential beneficial outcomes for place, design and movement because of the project include:

- Project cost savings through less invasive and structurally efficient solutions
- Provide new entry/exit points to the Sydney Terminal Building between the Grand Concourse, Eddy Avenue, and Eddy Avenue Plaza
- Establish an east/west retail link with the surrounding area through the lower level of the building to create a better connection with the surrounding urban area while requiring less removal of the original fabric/components of the building
- Combine the ticket gates within the Grand Concourse to locate them in set areas to increase usable floorspace
- Crime Prevention Through Environmental Design principles used in the design, specifically to improve the ability of people to navigate through the space and improve the public space of Eddy Avenue Plaza to create less areas for people to be able to hide, increase activation and activity by providing more shopping, dining and event spaces
- Improve access and connectivity within the project area
- Upgrading and activating the public spaces of Eddy Avenue Plaza and the Grand Concourse
- Connecting with Country design outcomes embedded into and guiding ongoing design decisions
- Improved lighting and safety.

Landscape and visual

The Sydney Terminal Building is a key building that draws attention within the surrounding landscape. The Sydney Terminal Building along with Belmore Park and Prince Alfred Park which are located next to it create a point of difference with the surrounding high-rise and mixed-use spaces of the CBD. There are four landscape character zones and seven key viewpoints to the Sydney Terminal Building identified as part of the landscape and visual assessment. The sensitivity of these zones and viewpoints ranges between moderate to high.

The key potential beneficial outcomes for landscape and visual amenity because of the project include:

- Keep and improve the views available within the Sydney Terminal Building
- Slight improvement to the landscape character surrounding the Sydney Terminal Building through the removal of uncharacteristic features in Eddy Avenue Plaza and revitalisation of the Sydney Terminal Building through better activation
- Changes to the original fabric/components of the building have been designed to blend in with the existing building to conserve its heritage value
- Improved views and landscaping within the project area through removing some items that block people's view currently, inclusion of more trees and plants, and allowing more natural light to shine through to the Grand Concourse from increasing the size and transparency of the Grand Concourse skylight.

The key potential adverse outcomes for landscape and visual amenity because of the project include:

- Some views would be blocked during construction by large equipment and machinery (for example, cranes)
- Some changes to the outside of the building (for example, equipment installed on the roof and the inclusion of an awning) however, these are not likely to be noticeable.

Noise and vibration

Central Station is Australia's busiest transport interchange which means it is noisier than some other parts of the CBD, even during the night as public transport services continue to operate. The key noise and vibration sensitive receivers surrounding the project area include commercial and industrial properties, hotels and short-stay accommodation services, residential apartments and buildings, education facilities, child-care services, places of worship, and outdoor areas such as parks.

The key potential beneficial outcomes for noise and vibration because of the project include:

- The amount of noise created during operation is predicted to be in line with the noise and vibration guidelines during both day and night.

The key potential adverse outcomes for noise and vibration because of the project include:

- Potential for people in and around Central Station to hear more noise due to the use of noisy equipment such as concrete saws or jackhammers
- Potential for construction works during the night to disturb people's sleep. However, this is considered to be a minor impact
- Potential for people within the Sydney Terminal Building to hear noise when construction works create vibration.

Socio-economic

The population of the surrounding community (those living within the City of Sydney Local Government Area (LGA)) was 21,500 people in 2021 (2021 ABS census data) and is growing at a slightly faster rate compared to the rest of Sydney. Most people living around the project area are of working age (between 15 and 64 years old) and come from diverse backgrounds. The majority live in flats or apartments with higher rental costs compared to the rest of Sydney. This is helped by the fact that many of these people earned a higher wage compared to the rest of Sydney at the time the 2021 census was taken, however there is also a higher proportion of people who earned nothing at all which shows an imbalance between high and low-income households in this area.

The key user groups of Central Station include:

- The community | People that live and work within the suburbs of Haymarket, Surry Hills, and Chippendale as well as the wider City of Sydney LGA
- Commuters | People that travel through the Sydney Terminal Building regularly
- Visitors | People that travel to/through the Sydney Terminal Building occasionally or as a one-off (for example, tourists and people travelling for appointments or events).

Several vulnerable users were also identified within the community. These include women and children, older persons and people with a disability, rough sleepers, Aboriginal people, LGBTQIA+ individuals, people with a long-term chronic health condition/s, people who speak a different language, and people with a lower socio-economic advantage (for example, more vulnerable to liveability and affordability issues).

The key potential beneficial socio-economic outcomes because of the project include:

- Around 100 construction jobs would be created each year for three years
- New retail and commercial (for example, office spaces) areas would provide additional opportunities for businesses
- Improvement to the way people arrive, move through, and navigate the project area by providing better connectivity, additional entrances/exits, escalators, lifts and stairs as well as things like additional signage and lighting
- Improved look and feel of the public space areas within the project area to encourage people to stop and stay
- Improved activation within the project area
- Strengthened sense of place (understanding of and connection with the building and its location) through revitalising some lost historical elements of the Sydney Terminal Building (for example, removal of mezzanine floor in the former Booking Hall to bring back the view of the original ceiling)
- A new memorial artwork would be installed to acknowledge the significance of Platform 1 to the Stolen Generations
- Potential to encourage a larger range of retail and commercial options within the project area (particularly in collaboration with other planned projects in the area such as the wider CPRP).

The key potential adverse socio-economic outcomes because of the project include:

- Temporary amenity related impacts to members of the surrounding community, commuters, and visitors from increased dust and noise levels and blocked views during construction
- Impacts to rough sleepers particularly from a reduction in the amenity of the area which would likely require them to find different places for shelter during construction
- Changes to the way people move through and navigate the space within the Sydney Terminal Building during construction could change people's daily routines and cause them stress (particularly for vulnerable users)
- Existing businesses within the project area would need to move during construction works (including one health facility). The seven existing businesses are currently on short-term lease agreements, with two expected to still be in place just before construction works are expected to start
- Temporary negative impacts to sense of place associated with changes to the building and blocked views
- Temporary layout changes and construction work could limit access and opportunities for Aboriginal people to connect with Country
- Two places of worship close to the project area would be impacted by noise levels during construction
- Improved quality of the retail and commercial areas within the project area could raise rental prices once operational and discourage existing businesses from applying for a lease.

Other impacts

Several other issues were also assessed as part of this EIS. These include:

- Biodiversity impacts
- Surface water and flooding impacts
- Groundwater, soils and contamination impacts
- Air quality impacts
- Land use and property impacts
- Use of resources
- Climate change impacts
- Hazard and risk factors
- Cumulative impacts.

The key potential beneficial outcomes of the project based on these other issues include:

- Eight of the existing trees within the project area would need to be removed during construction. However, these would be replanted along with additional trees and plants in Eddy Avenue Plaza and within the Grand Concourse
- No private land would need to be bought
- Improvements to the overall transport network in the area when combined with the other planned projects in the area.

The key potential adverse outcomes of the project based on these other issues include:

- Potential for water to rise in the stormwater system and flood during heavy rainfall in certain areas during construction. These impacts would be small and would not continue once operational
- Potential impact to water quality from stormwater travelling over earthworks and picking up loose soil and/or contamination from accidental spills
- Potential for contaminated material to be encountered during construction
- Risk of construction works creating dust which could impact human health
- The additional retail facilities (including food and beverage facilities) would create some extra waste once operational
- Some greenhouse gas emissions would be generated from the project (worst case scenario 498.7 tonnes of carbon dioxide equivalent (t CO_{2-e}) during construction and 6,044.2t CO_{2-e} per year during operation)
- There are 18 climate risks for the project by 2090 (three low, ten medium and five high risks). High risks were associated with heat and rising temperatures including bushfire and drought
- The project would require the use, storage and transport of dangerous and/or hazardous material
- Typical land uses within the project area may be interrupted to a small extent due to construction activities
- Some existing utility services would need to be adjusted and relocated. There is a risk that these services could be damaged during this time
- The project requires the demolition of some structures which has a typical risk of things like unplanned collapse and falling objects
- Health and safety impacts associated with working within an operating transport station
- Potential cumulative impacts to traffic, noise and vibration, visual amenity, air quality, archaeological items of non-Aboriginal heritage significance, and socio-economic factors due to a number of projects potentially being constructed at the same time as this one.

How will the likely impacts be managed?

As most of the likely impacts would occur only during construction, the primary document that would drive the environmental management approach during construction is the Construction Environmental Management Plan (CEMP). Alongside this, several other management plans are also proposed. These include:

- Asbestos Management Plan
- Community Liaison Management Plan
- Construction Noise and Vibration Management Plan
- Construction Traffic Management Plan
- Cultural Heritage Management Plan
- Delivery and Service Management Plan
- Emergency Management and Evacuation Plan
- Heritage Management Plan
- Operational Environmental Management Plan
- Social Impact Management Plan
- Soils and Water Management Plan
- Sustainability Management Plan
- Urban Design and Landscape Plan
- Waste and Resources Environmental Management Plan.

Appendix E (Mitigation measure table) provides a full list of all proposed mitigation measures.

How can I comment on this environmental impact statement?

DPE has placed this EIS on public exhibition for the period between 8 February 2023 and 8 March 2023. During the exhibition period, the EIS can be viewed on the DPE Major Project website:

<https://www.planningportal.nsw.gov.au/major-projects/projects/sydney-terminal-building-revitalisation>.

To view the Digital EIS and to find out more, visit the Transport project website:

<https://www.transport.nsw.gov.au/projects/current-projects/sydney-terminal-building-revitalisation-project>.

A project information line and email address are available throughout the exhibition period to answer questions from the community relating to the project – 1800 684 490 and projects@transport.nsw.gov.au

During the exhibition period, submissions are to be made to the DPE. All submissions received will be placed on the DPE Major Project website.

Online submissions can be made by signing up and creating an account at <https://www.planningportal.nsw.gov.au/major-projects>. This allows you to save a submission in progress and stay up to date with the progress of an application. Once you have signed up, search for the Sydney Terminal Building Revitalisation.

If you are unable to make a submission online, you can send a physical copy to DPE by posting or delivering it to one of DPE's offices. Written postal submissions are to be directed to:

Sam Kelly
Planning and Assessment
Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Your submission must include:

- Your name and address, at the top of the letter only (or in a separate cover letter if you want your personal details to be withheld from publication)
- Reference to Sydney Terminal Building Revitalisation and SSI-45421960
- A statement on whether you support or object to the project
- The reasons why you support or object to the project
- A declaration of any reportable political donations made in the previous two years.