



Sydney Terminal Building Revitalisation

State Significant Infrastructure Assessment
SSI 45421960

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Cover image: Artist's impression of the Grand Concourse at Central Station (TfNSW)

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Glossary

Abbreviation	Definition
BCD	Biodiversity and Conservation Division, DPE EHG
CBD	Central Business District
CPRP	Central Precinct Renewal Program
Council	City of Sydney
Crown Lands	Crown Lands, DPE
Department / DPE	Department of Planning and Environment
DPE EHG	Environment and Heritage Group, DPE
DPI	Department of Primary Industries, DPE
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue NSW
Heritage NSW	Heritage NSW, delegate of the Heritage Council of NSW
Minister	Minister for Planning and Public Spaces
SEARs	Planning Secretary's Environmental Assessment Requirements
OSD	Over Station Development
Project	Sydney Terminal Building Revitalisation project
Planning Secretary	Secretary of the Department of Planning and Environment
Proponent	Transport for NSW
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
Station	Central Railway Station

Abbreviation	Definition
SSD	State Significant Development
SSI	State Significant Infrastructure
SSP	State Significant Precinct
STBR	Sydney Terminal Building Revitalisation (the Project)
TfNSW	Transport for NSW (the Proponent)
Transport and Infrastructure SEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021

Executive Summary

Transport for NSW (the Proponent) is seeking approval to refurbish, reconfigure, revitalise and adaptively reuse the Sydney Terminal Building and surrounding public space at Central Railway Station (the project). The project forms part of the Central Precinct Renewal Program (CPRP), a plan to restore and revitalise the transport interchange to complement the station's primary use as a transport interchange by making it more accessible, safe, and easier to navigate. The Sydney Terminal Building Revitalisation project involves:

- construction of new access points from street level to and between the Grand Concourse, Eddy Avenue and Plaza and the Sydney Terminal Building;
- reconfiguration of the northwest corner of the Sydney Terminal Building and colonnade;
- footpath widening, station wayfinding, lighting, CCTV, and passenger information systems landscaping, paving, public seating and other public domain improvements;
- refurbishment of the Grand Concourse and port cochere, new finishes to the Grand Concourse roof and flooring, improved natural lighting, relocation of the Grand Concourse ticketing gates, water proofing corrective works and the removal of non-heritage accretions in the Sydney Terminal Building;
- realignment of the Sydney Light Rail Grand Concourse light rail including stop relocation
- construction of a new two storey building in Eddy Avenue Plaza and refurbishment of the Central Electric Building with provision for retail spaces;
- retail activation within the loading dock and provision of public access; and
- utility relocation and replacement.

The project will generate in the order of 200 construction jobs during peak construction and has a capital investment value of approximately \$350 million.

The proposal complies with the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and is consistent with the NSW Government's key priorities and transport planning framework. The project is State Significant Infrastructure under Section 5.12 of the EP&A Act. The Minister for Planning and Public Spaces is the approval authority.

The Department is satisfied that issues raised in submissions have been appropriately considered and responded to by the Proponent and or appropriately addressed under conditions recommended by the Department. Residual impacts can be mitigated or managed generally through implementation of the Proponent's commitments and recommended conditions which address outstanding or residual impacts and reinforce these commitments.

Engagement

The EIS was on exhibition from 8 February 2023 to 8 March 2023 (29 days) on the Department's Major Projects website. A total of 25 unique submissions were received during the exhibition period. Of the submissions received, one was from the local council, two were from State-owned corporations, two were from special interest groups and organisations, and twenty were from the members of the community. Four submissions were in support of the project, nine submissions objected, and twelve provided comments. Six government agencies also provided advice.

Key issues raised in submissions included construction noise, impact on heritage, traffic and transport impacts, project design (including requests to include additional elements in the project), and social impacts,

Key Assessment Issues

Heritage

The project has been designed with consideration of the building's heritage values to ensure these are maintained and celebrated while improving its function and enhancing the experience of visitors and users. In all areas where change is proposed to support the project's objectives, alternative options were considered to avoid, minimise or mitigate potential heritage impacts.

Adverse impacts would arise principally from the removal of original fabric to accommodate new entrances, escalators, lifts and stairs. These are required to improve pedestrian circulation, wayfinding and accessibility and would enhance the station's ongoing use and primary function. These elements are carefully sited and designed and are integrated purposefully to minimise direct impacts.

The project construction footprint has the potential to contain significant archaeological resources including those associated with the Devonshire Street Cemetery, Church of England – Residence and Morgue and Carters Barracks. Ground disturbing works are likely to result in minor to moderate impacts. Disturbance of Aboriginal cultural artefacts may occur; however, this is considered unlikely.

Overall, the project would enable the continued and improved function of the station as a major transport interchange, for which it was originally designed. The project would minimise and rationalise impacts to significant fabric by focusing new works and interventions on non-original or modern fabric, and modified spaces. Adverse impacts, where unavoidable, are balanced by the need to improve the functioning of the building and active reconstruction works that recover lost elements and spaces.

The Department is satisfied that the recommended conditions of approval, which include salvage, archival recordings and the preparation of a Heritage Interpretation Plan, along with the Proponent's proposed heritage management measures, would manage heritage impacts and continue to support Central's historical and primary function as a major transport interchange.

Design, Place and Movement

The Sydney Terminal Building Revitalisation aims to improve wayfinding, legibility, and accessibility of Central Station and the Sydney Terminal Building, while also activating new and renovated spaces in and around the Sydney Terminal Building. Renovation and revitalisation of existing public spaces, activation and opening of new areas to the public, introduction of new vertical circulation points between the street level and the Grand Concourse and the redistribution of pedestrian demand will increase overall permeability and access through the site while revealing previously underutilised spaces that will improve the station's amenity and sense of place.

The Project has been informed by the State Significant Precinct (SSP) and includes consideration of potential future over-station development in its design. Key design and placemaking guidelines have informed the character and form, access and connection, amenity, comfort, and safety, reflects 'Better Placed' principles and The Movement and Place Framework (TfNSW) and has been considered against built environment themes.

The proposed new elements, in particular the vertical connections, have been designed to support the Sydney Terminal building's main function as a major transport interchange in addition to consideration of its potential future role as the connection between the street and the over-station development.

A State Design Review Panel (SDRP) was convened to ensure design is a driver for the project given the potential impacts to such a significant building. Key issues raised by the SDRP have included impacts to the north western corner of the building, the location of the information desk, the proposed new building and plantings in Eddy Avenue Plaza and reinstatement of the awning on the eastern façade. Recommendations from the panel have been considered in development of the design. The Department supports ongoing involvement of the SDRP into the detailed design and construction phases of the project.

To further support this it is recommended that a Place, Design and Landscape Plan (PDLP) be prepared, in addition to a Heritage Interpretation Plan (HIP). The SDRP will provide advice on the HIP, PDLP and other design related matters throughout the design and construction phases which must be taken into account in developing the overall project.

Traffic and Transport

Low volumes of daily heavy and light vehicle movements during construction are expected to result in minor increases compared to existing traffic. Proposed implementation of traffic management measures, including avoiding heavy vehicle movements during peak hours where possible would further minimise impacts.

While there will be some disruption to public transport services, pedestrian access and active transport during construction, these disruptions would be temporary and limited in duration.

All heavy rail platforms will remain open for use with no planned changes to train services during construction. The repair and improvement work for the porte cochere and Central Grand Concourse stop are expected to temporarily impact the Dulwich Hill light rail service, but measures, including aligning the work with other scheduled construction activities and establishing a temporary turnback near the "Haymarket" stop, are intended to manage the impact on passengers.

Walking and cycling will still be possible around Central Station with no intended cycle diversions or detours needed for construction. The project will provide bicycle parking spaces and end-of-trip facilities (where feasible) and City of Sydney Council will be consulted on changes to footpaths under their management.

Operational arrangements at onsite loading facilities need refinement during detailed design and the Department has recommended conditions for the loading dock's design and operation, along with a proposed dock management plan, to ensure safe and efficient functioning without impeding public road operations.

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1 Introduction

Central Station is the country's busiest transport interchange and was the first rail terminal 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 plan to restore and revitalise the transport interchange to complement the station's primary use as a transport interchange by making it more accessible, safe, and easier to navigate. The project would also facilitate conversion of non-accessible areas for commercial and retail use, improve amenity and make the precinct a destination by creating more places for customers to visit.

Transport for NSW is the proponent for the project, with its key features being:

- new access and egress points from street level to and between the Grand Concourse, Eddy Avenue and Plaza and the terminal building
- reconfiguration of the northwest corner of the Sydney Terminal Building and colonnade
- footpath widening, station wayfinding, lighting, CCTV, and passenger information systems
- landscaping, paving, public seating and other public domain improvements
- new and relocated station amenities
- removal of non-heritage accretions in the Sydney Terminal Building
- refurbishment of the Grand Concourse and port cochere, including:
 - new finishes to the Grand Concourse roof and flooring and improved natural lighting
 - relocation of the ticketing gates in the Grand Concourse
 - provision of solar panels
 - water proofing corrective works
 - realignment of the Sydney Light Rail Grand Concourse light rail and stop relocation
- a new two storey building in Eddy Avenue Plaza and refurbishment of the Central Electric Building with provision for retail spaces
- market style retail activation within the loading dock and provision of public access from Pitt Street and Eddy Avenue
- utility relocation and replacement.

The project is located on Gadigal Country, Haymarket and Chippendale, in the City of Sydney local government area (LGA). **Figure 1** shows the project's context within the Sydney Central Business District (CBD) and **Figure 2** shows the project area within Central Station, including the Project elements.

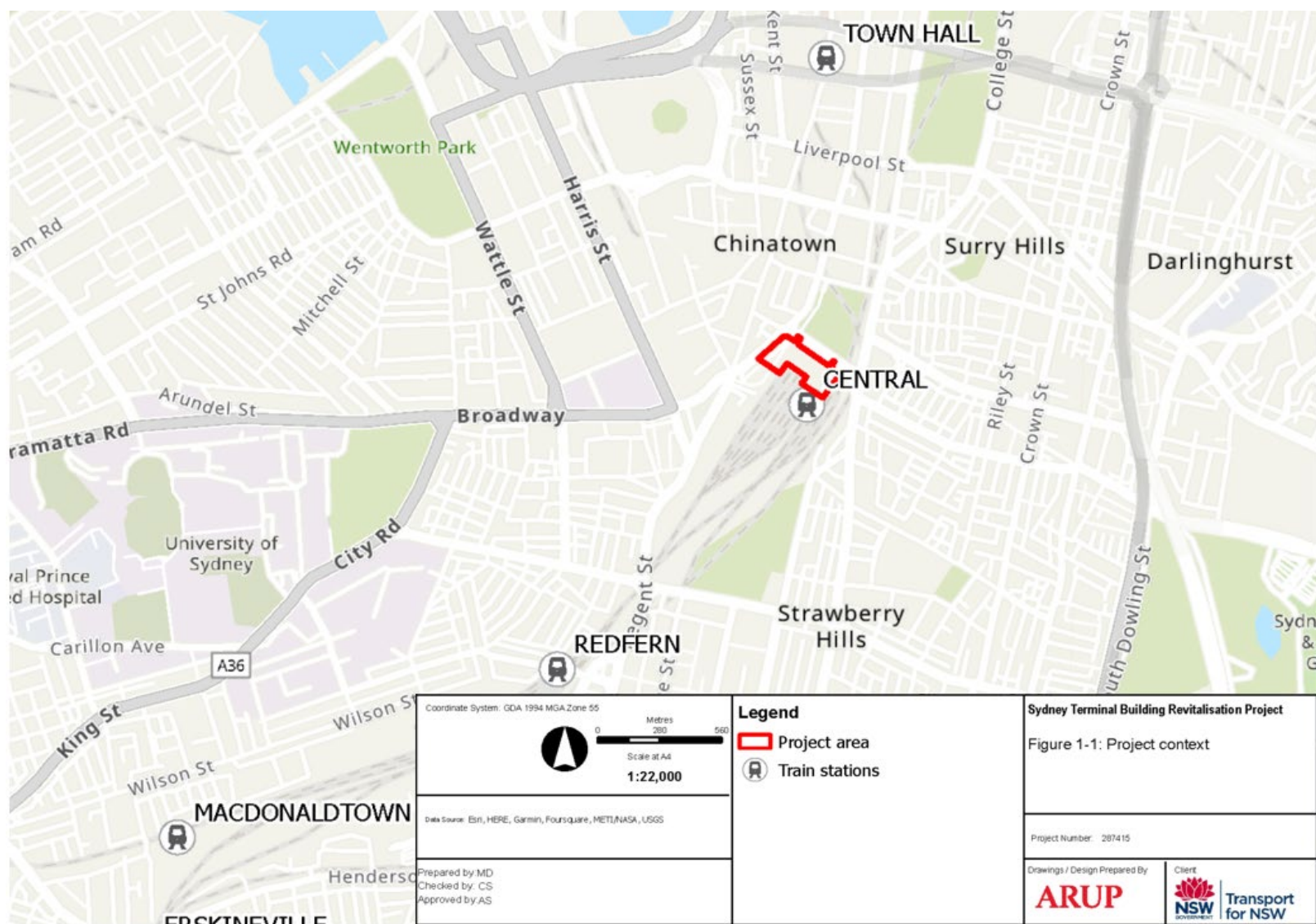


Figure 1 | Regional context map (Source: EIS, edited by DPE)

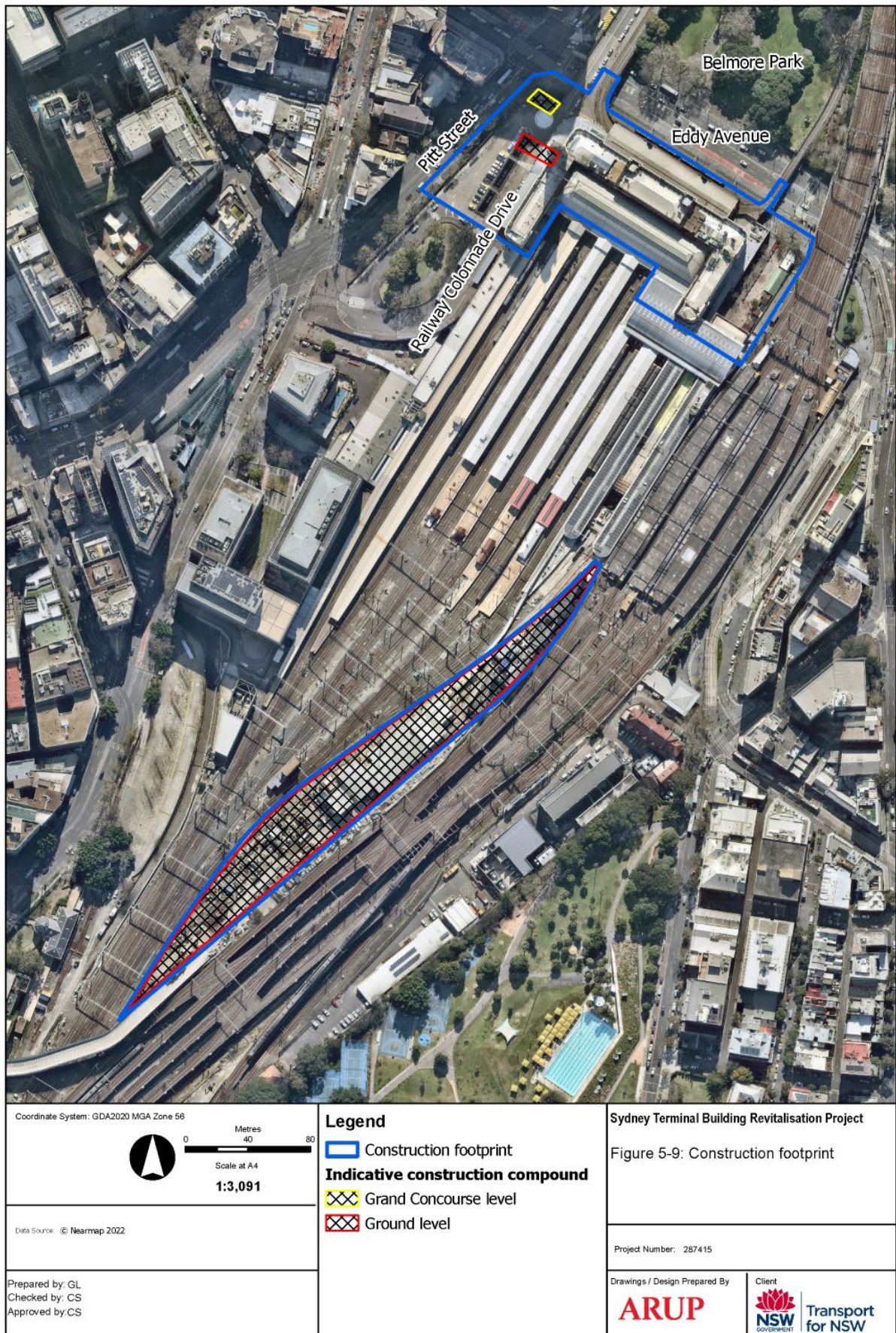


Figure 2 | Project area map (Source: EIS)

2 Project

The Proponent is seeking approval to refurbish, reconfigure, revitalise and adaptively reuse the main terminal building and surrounding public space at Central Railway Station under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act).

2.1 Project area / site description

The project covers an area of approximately three hectares including construction compounds. It is located at the northern edge of Central Station and is bound by Eddy Avenue to the north-east, Pitt Street to the north-west, the Central intercity platforms to the south and the Central suburban platforms and City Circle viaduct to the east. The project area is shown in **Figure 2**.

2.2 Key features of the project

The main components and operational features of the project for which approval is sought are described in **Table 1**. **Figure 3** provides a three-dimensional representation of the connections between various levels of the Sydney Terminal Building as provided in the EIS¹.

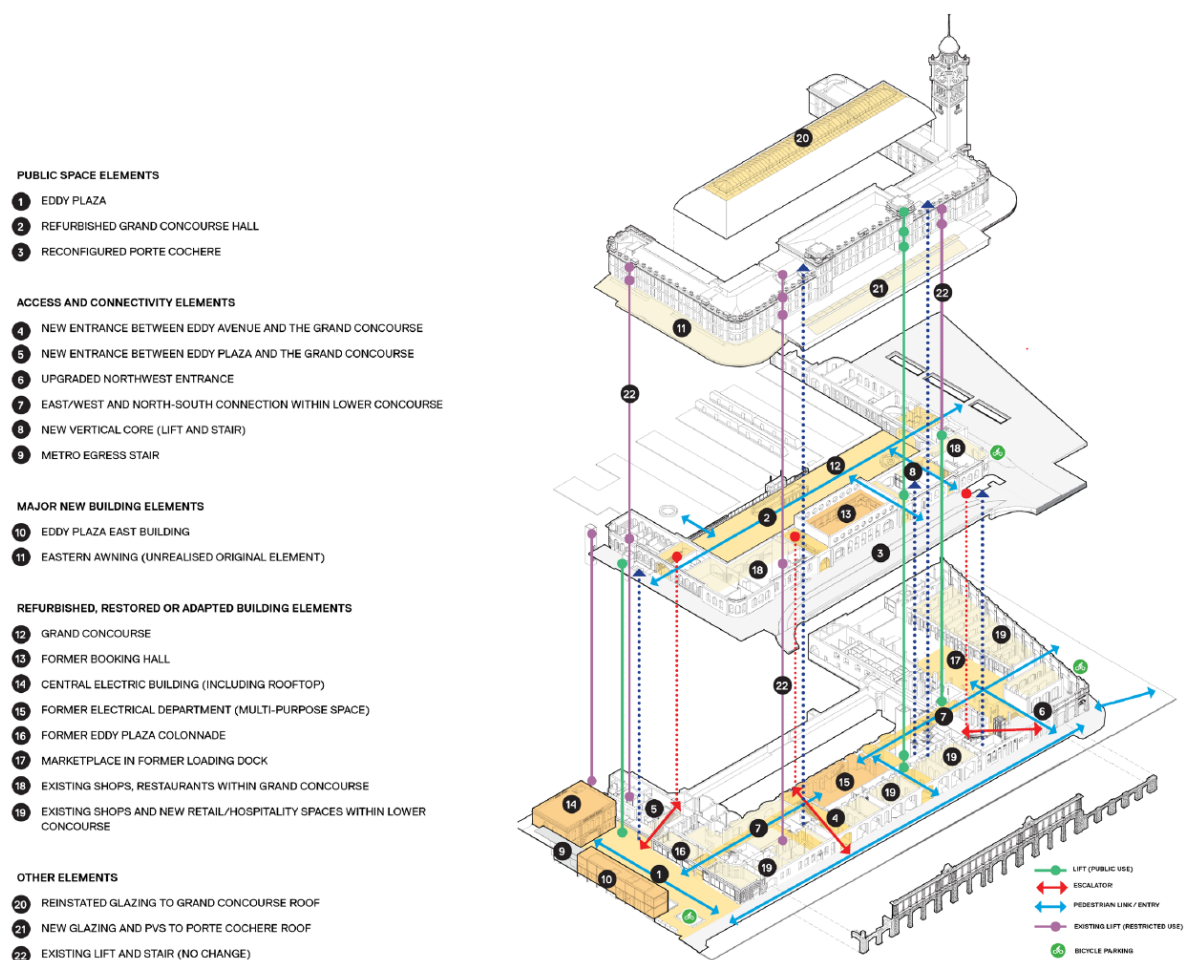


Figure 3 | Key features of the project, as described in the EIS (Source: EIS)¹

¹ This figure has not been updated since the EIS was exhibited, however **Figure 9** and **Figure 10** provide comparisons between the project as described in the EIS and the changes made in the Submissions report.

Table 1 | Main project components

Project element	Description
Sydney Terminal Building	<ul style="list-style-type: none"> • new access and egress points, including escalators and lifts between the Grand Concourse and street level at Eddy Avenue and Eddy Avenue Plaza • new lifts and stairs between the Grand Concourse and upper levels of the Sydney Terminal Building • widening of Eddy Avenue footpath between Pitt Street and Eddy Avenue Plaza • reconfigure the northwest corner of the Sydney Terminal Building and colonnade adjacent to Pitt Street and create a new public access to the western loading dock from Pitt Street and Eddy Avenue • new amenities and relocation of existing amenities at the Grand Concourse and street level of the Sydney Terminal Building • relocate the gate line in the Grand Concourse • public domain improvements • adaptive re-use, additions and alterations to retail space at the Grand Concourse and street level of the Sydney Terminal Building • reinstate the original double-height ceiling space in the booking hall • new multipurpose space at street level in the Sydney Terminal Building • new finishes to the Grand Concourse roof and flooring • improved roofing for natural lighting and provision of solar panels above the porte cochere • new awning over the eastern balcony of the Sydney Terminal Building, adjacent to Eddy Avenue Plaza • market-style retail activation of the western loading dock
Eddy Avenue Plaza	<ul style="list-style-type: none"> • new lifts and escalators to provide access to the Central Electric Building and the Grand Concourse from Eddy Avenue Plaza • new landscaping and paving reflecting a Connecting with Country approach • new bicycle parking to accommodate a minimum of 50 bicycles • public seating in Eddy Avenue Plaza • additional retail spaces in Eddy Avenue Plaza including a new two storey retail building
Central Electric Building	<ul style="list-style-type: none"> • activate the rooftop of the Central Electric Building and new retail space on Level 1
Operational ancillary facilities and infrastructure	<ul style="list-style-type: none"> • new wayfinding and signage • upgrading of lighting, CCTV and passenger information systems • coolers, chillers and other mechanical plant to be installed on the roof of the Sydney Terminal Building

Project element	Description
Utilities	<ul style="list-style-type: none"> adjust, protect and upgrade existing utilities in the Sydney Terminal Building relocate fire hydrant boosters

2.3 Proposal – Construction

Key elements of constructing the project are described in **Table 2**.

Table 2 | Proposed construction activities

Construction element	Overview of activity
Construction ancillary facilities	<ul style="list-style-type: none"> construction worker parking, site compounds and materials located in the western loading dock and Western Forecourt, with access from Pitt Street
Sydney Terminal Building	<ul style="list-style-type: none"> demolish eastern awning and escalators remove redundant and ageing services, non-loadbearing walls, fit-outs, mezzanine floors and associated support remove concrete floor and associated services to restore the Booking Hall western loading dock modification and strip-out works replace roof sheeting to the Grand Concourse and porte cochere realign the light rail under the porte cochere to enable platform widening and water proofing corrective works
Eddy Avenue Plaza	<ul style="list-style-type: none"> regrade to single level and improve pedestrian access demolish brick retaining wall along the City Circle Viaduct and replace with a new retaining wall demolish service ramp between rail line and existing shops
Western forecourt	<ul style="list-style-type: none"> strengthening works to upgrade the load capacity of the Western Forecourt to support emergency vehicles and coach/bus loading
Central Electric Building	<ul style="list-style-type: none"> removal of mezzanine install a new lift in the Central Electric Building
Tree removal	<ul style="list-style-type: none"> six plane trees (not including the large tree on the Eddy Avenue footpath at the entrance to the plaza) and two tuckeroo trees in Eddy Avenue Plaza

Construction is expected to commence in Quarter 3 (Q3) of 2023 and take approximately three years to complete. The indicative construction program is set out in **Figure 4** below.

Construction stage	2023		2024				2025				2026	
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Site establishment and low impact work												
Eddy Avenue Plaza												
Central Electric Building												
Grand Concourse												
Sydney Terminal Building												
Western Forecourt and loading dock												
Light rail track slew	This item of works is reliant on Sydney Light Rail schedule of possessions or shutdowns											

Figure 4 | Indicative construction program (Source: amended from EIS)²

2.4 Proposal – operation

Operation would not result in change to the primary function of the station as a transport interchange. Operational changes are expected to improve and benefit accessibility, wayfinding and safety.

Current light rail operations at the Central Station light rail platform would be simplified from a 2-stage platform to a single drop-off and pick-up arrangement and by widening the platform to alleviate pedestrian congestion issues. **Figure 5** and **Figure 6** show the proposed layout changes.

2.5 Related development

This assessment relates only to the SSI component of Sydney Terminal Building Revitalisation project. It includes construction of spaces and buildings to allow future commercial uses. Fit-out and use of future commercial spaces would be subject to separate assessment and approval pathways. The Sydney Yard Access Bridge, approved and constructed as part of the Sydney Metro – Chatswood to Sydenham project (SSI-7400), would be used to access the main construction compound.

The State Significant Precinct (SSP) rezoning to enable additional uses to be built above the Sydney Yard, which is one of the initial stages of the CPRP (alongside the Western Gateway Rezoning and the Sydney Terminal Building Revitalisation), is being assessed separately to, and does not form part of, this project.

Future CPRP projects such as Central Walk West and potential over-station development would be subject to separate assessment following the relevant approval pathway.

² Relocation of the substation has been removed as described in the Submissions Report.

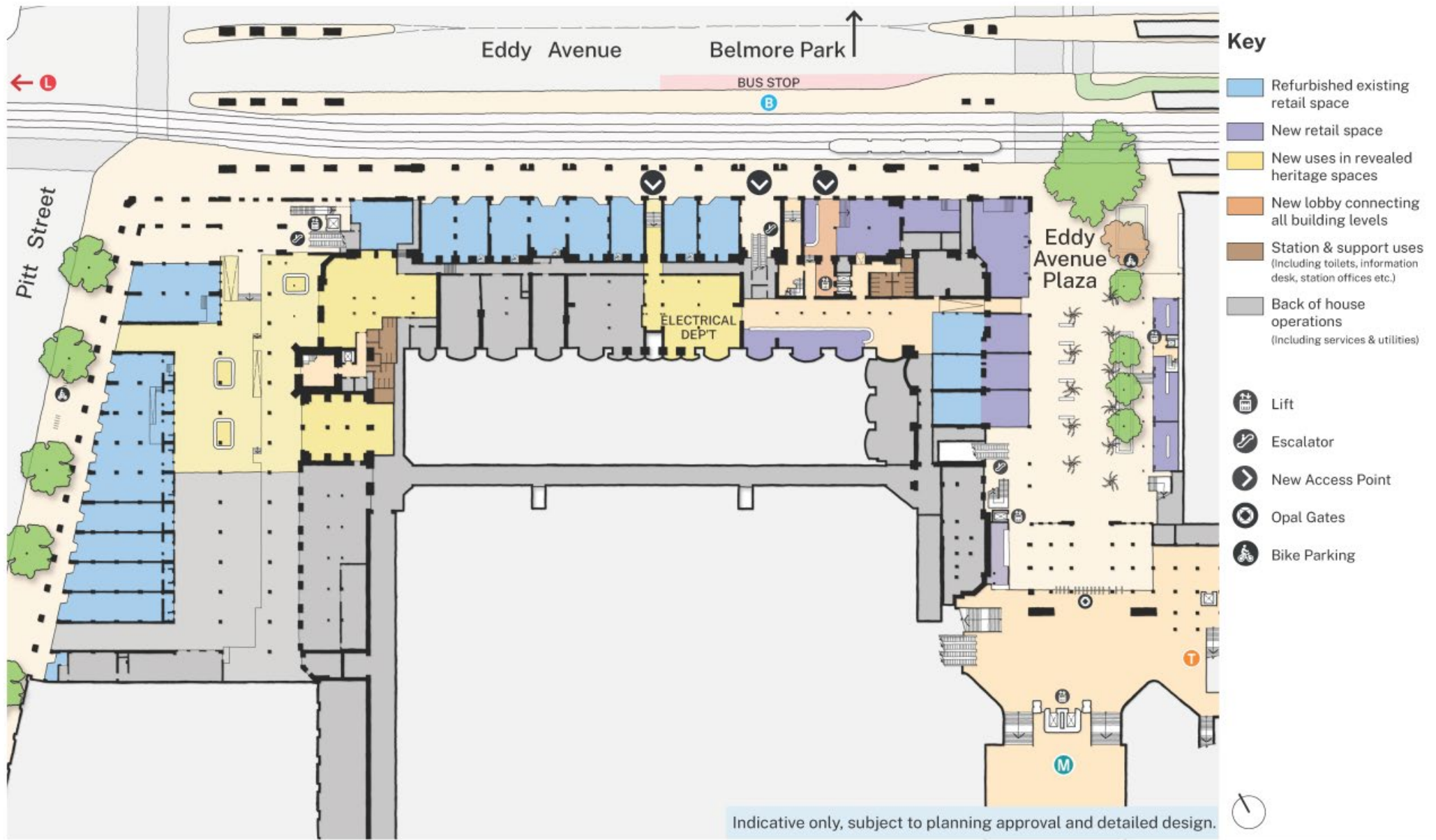


Figure 5 | Proposed uses and project floorplan – Street level (Source: Submissions Report)



Figure 6 | Proposed uses and project floorplan, including the proposed single-platform arrangement for the Inner West Light Rail stop – Grand Concourse level (Source: Submissions Report)

3 Strategic context

3.1 Strategic justification

The project would be the first in the wider CPRP, a NSW Government plan to renew the land in and around the Central Station transport interchange. The CPRP would provide an enhanced transport interchange experience, a space for jobs in innovation and technology, improved connections with surrounding areas, new and improved public spaces and social infrastructure to support the community. In particular, the renew precinct would support the establishment of Tech Central as the technology gateway to Sydney with improved connectivity following the introduction of Sydney Metro services in 2024.

This project sits within the CPRP Central Station sub-precinct (see **Figure 7** below) and meets the Central Precinct Strategic Framework's criteria for priority investment and accelerated planning and delivery by:

- supporting job creation through the delivery of additional development opportunities
- optimising and upgrading underutilised and highly significant heritage assets, focusing on the Sydney Terminal Building and adjoining public realm; and
- future-proofing the long-term vision for Central Precinct.

Central Precinct Renewal program – Central Station sub-precinct

The development intent of the Central Station sub-precinct will draw upon its heritage landmark qualities, re-establish its civic role and provide a world-class public transport interchange. The Grand Concourse would be reimagined as the civic heart of the precinct and provide vital connections to future over station development while celebrating its heritage character. The Western Forecourt would be a key public place, providing a new western front entrance to Central Station that connects people to the city and invites them to stay longer.

The sub-precinct development principles related to the project includes:

- preserve the Sydney Terminal building as a significant heritage and civic landmark, maintaining views and vistas to the clock tower
- support further integration of Central Station with the surrounding public realm by improving key entrance points to the Sydney Terminal Building, re-imagining the Eddy Avenue and Pitt Street colonnades, and enhancing the Sydney Terminal Building's interface with Eddy Avenue Plaza, the Grand Concourse and the Western Forecourt
- reorganising the pedestrian network within the station to relieve congestion; improve accessibility and wayfinding; and enhance the overall customer environment, and
- adaptively re-use underutilised parts of the Sydney Terminal building for high quality retail, commercial and community uses that enhance the transport function and transform it into a destination of choice.

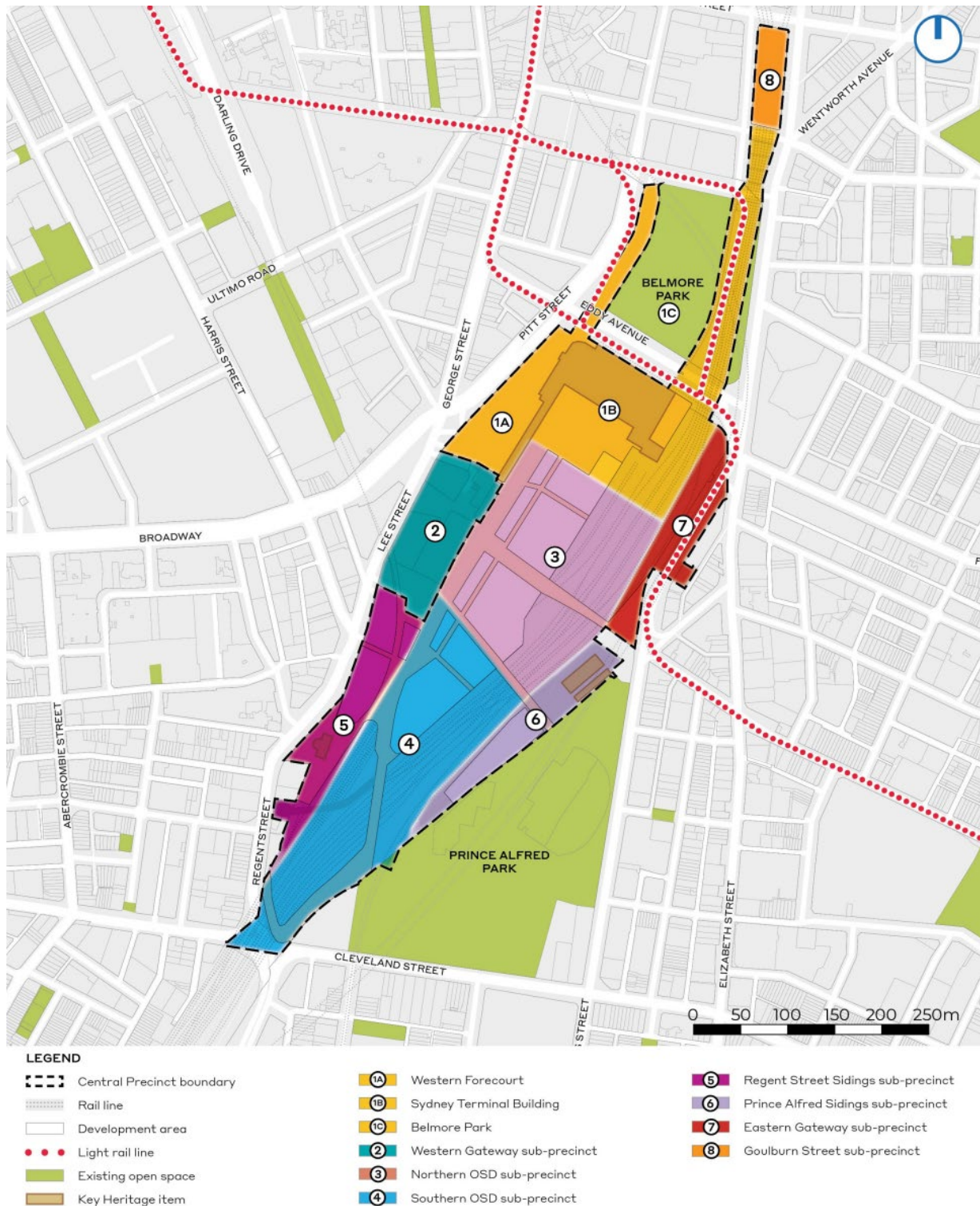


Figure 7 | Central Precinct sub-precincts (Source: Central Precinct Design Guide, TfNSW 2022)

3.2 Project justification

The project would respond to existing and emerging constraints by improving the reliability and efficiency of Central Station operating as a key interchange point and better connect it to the

surrounding environment. It would strengthen Central Station's function within the Central State Significant Precinct (SSP) area as it continues to develop.

The project would also ensure that the station and its historical elements are protected and preserved to cope with future growth and demand, improving the resilience of this historic landmark and would seek to improve the station's sustainability. Jobs would be generated during construction and operation by providing additional retail and commercial floorspace that supports economic growth and productivity.

The project is consistent with NSW Government planning policies and frameworks, including:

- *Future Transport Strategy* (Transport for NSW, 2022)
- *State Infrastructure Strategy 2022* (Infrastructure NSW, 2022)
- *Greater Sydney Region Plan: A Metropolis of Three Cities* (Greater Sydney Commission, 2018)
- *Eastern City District Plan* (Greater Sydney Commission, 2018)
- *Central to Eveleigh Urban Transformation Strategy* (Urban Growth NSW, 2016)
- *Camperdown-Ultimo Place Strategy* (Greater Sydney Commission, 2019)
- *Sydney 24 Hour Economy Strategy* (NSW Treasury, 2020)
- *Central Precinct Strategic Framework* (Transport for NSW, 2021).

The project-specific objectives are shown in **Figure 8** below.

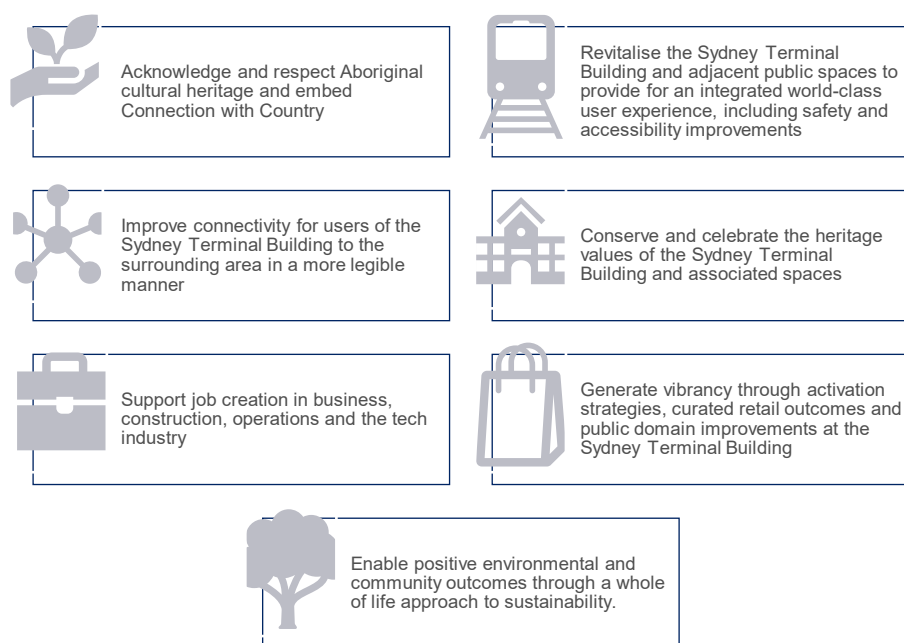


Figure 8 | Project objectives (Source: EIS)

3.3 Project development and alternatives

Project alternatives

The Sydney Terminal Building has been identified as an underperforming public asset that does not meet the needs of customers and the community. Because of this the 'Do nothing' was not considered viable as it would not provide safety, heritage or amenity benefits for the community, or improved access for customers.

A do-minimum alternative comprises the necessary repairs, refurbishment and heritage restoration required to maintain and ensure the Sydney Terminal Building remains functional for users. This would include:

- conservation of the heritage façade including cleaning and repairs
- repairing heritage timber windows and external timber doors
- roof restoration including replacement of the existing metal roof
- repairs to existing fixtures, tiles, balustrades, steelwork, trusses, down pipes, waterproofing and gutters
- public domain upgrades to Eddy Avenue Plaza to improve customer circulation
- conservation of shop frontages and upgraded access to retail shopfronts to current standards along Eddy Avenue and Pitt Street including the colonnade areas
- replacement of life expired assets
- upgrades to the fire life safety system to the back of house areas

The 'do minimum' alternative was selected as the preferred project alternative and was further refined and expanded as described below.

Further design refinements were identified based on opportunities to improve amenity and passenger circulation. The additional design refinements assessed as part of the project for which approval is sought included:

- improved roofing over the porte cochere for natural lighting and amenity over the existing light rail stop
- realignment the light rail track under the porte cochere to enable platform widening to improve safety and improve passenger flow and movement
- improved access from Eddy Avenue into the Sydney Terminal Building
- relocation of the gate line in the Grand Concourse.

4 Statutory context

4.1 State significance

The project is State Significant Infrastructure (SSI) pursuant to section 5.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It was declared SSI by the then Minister for Planning on 15 February 2023.

4.2 Permissibility

The project is for the purpose of rail infrastructure facilities and is being carried out by or on behalf of a public authority. Under Division 15 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP) the project is permissible without consent.

4.3 Consent authority

The Minister for Planning and Public Spaces (the Minister) is the approval authority under section 5.19 of the EP&A Act unless the Minister has delegated their determination functions to the Department. On 9 March 2022, the Minister delegated the functions to determine SSI applications to the Director, Transport Assessments where:

- the application has not been made by a person who has disclosed a reportable political donation under section 10.4 of the EP&A Act
- there are less than 15 unique public submissions in the nature of objections, and
- the relevant local council has not made a submission by way of objection under the mandatory requirements for community participation listed under Schedule 1 of the EP&A Act.

Nine of the public submissions received objected to the development. The City of Sydney Council did not object. In addition, no reportable political donations were made by the Applicant in the last two years.

Accordingly, the application can be determined by the Director, Transport Assessments under delegation.

4.4 Other approvals

In accordance with section 5.22(2) EP&A Act, the only environmental planning instruments that apply are the:

- Transport and Infrastructure SEPP as it relates to the declaration of development that does not require consent; and
- State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) as it pertains to the declaration of infrastructure as State Significant Infrastructure (SSI).

4.5 Mandatory matters for consideration

Objectives of the *Environmental Planning and Assessment Act 1979*

The determination must have regard to the objects of the EP&A Act. The Department has considered the objects of the EP&A Act including:

- ecologically sustainable development (ESD) (**Section 4.4** and **Section 6**)
- social and economic welfare (**Section 6**)
- justification of the project, in terms of the orderly and economic use and development of land and how it would affect travel and access (**Section 6**)
- protection of the environment, in relation to biodiversity, traffic, noise and vibration, air quality, surface and groundwater hydrology, urban design, amenity, and social and economic issues (**Section 6**)
- sustainable management of built and cultural heritage, including Aboriginal cultural heritage (**Section 6**)
- good design and amenity of the built environment (**Section 6**)
- promoting shared responsibility for environmental planning and assessment between the different levels of government (**Section 5**)
- community participation in the assessment of the project (**Section 5**)

Ecologically Sustainable Development (ESD)

The EP&A adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle
- inter-generational equity
- conservation of biological diversity and ecological integrity
- improved valuation, pricing and incentive mechanisms.

Objectives which guide the delivery and operation of the project would contribute to the sustainability of the proposal and the meeting of ESD principles. In addition to the objectives, the Proponent has addressed the above principles directly in both the EIS and Response to Submissions report and has identified a broad range of mitigation measures to manage impacts associated with these issues. In conclusion, the Department considers that the proposal is consistent with the principles of ESD.

4.6 Biodiversity Development Assessment Report

Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all applications for SSI and SSD to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values

The Proponent submitted a BDAR waiver request in June 2022. A determination under clause 7.9(2) of the *Biodiversity Conservation Act 2016* was issued by the Department on 26 July 2022. The

determination concluded the proposal is not likely to have any significant impact on biodiversity values and therefore a BDAR is not required.

Due to a discrepancy between the project area defined in the BDAR waiver and the EIS, the proponent submitted a request to amend the BDAR waiver to include land in Chippendale that would be used for a construction compound. It was concluded that there would be no significant impact on biodiversity values in the revised project area. An amended waiver was issued by the Department on 2 May 2023.

5 Engagement

5.1 Department's engagement

Under section 5.28(1)(c) of the EP&A Act, the Planning Secretary must make the EIS publicly available. The Department exhibited the EIS and accompanying documents on the Department's Major Projects website from 8 February 2023 to 8 March 2023 (29 days).

Notification of the exhibition was advertised in the Sydney Morning Herald and the Daily Telegraph newspapers on 8 March 2023. The Department notified relevant state and local government authorities of the exhibition.

Relevant state agencies and local councils were invited to a site visit held on 14 June 2022, where presentations were held on the proposal and an opportunity to ask questions was provided to inform development of the Planning Secretary's Environmental Assessment Requirements (SEARs).

During the exhibition period, the Proponent held an in person drop-in session on 18th of February in Eddy Plaza and an online drop-in on 22 February, where Departmental staff were observers.

The Department undertook site visits on 14 June 2022 and 16 June 2023, to help develop a comprehensive understanding of the context of the site, its sensitivities and issues raised in submissions.

5.2 Summary of Government agency advice

During the exhibition period, the Department received advice from six Government agencies. A summary of the Government agencies who provided advice is in **Table 3**. A link to the full copy of the advice is provided in **Appendix C**.

Table 3 | Summary of agency advice

Heritage NSW (Aboriginal Cultural Heritage)	
EIS	Heritage NSW noted that the Aboriginal Cultural Heritage Assessment Report (ACHAR) (Appendix F of the EIS) did not include Aboriginal consultation. A finalised ACHAR was provided to Heritage NSW. Heritage NSW noted that the ACHAR had been prepared in accordance with the relevant guidelines and acknowledged that the ACHAR had assessed a limited to nil potential for impacts to Aboriginal cultural heritage due to past disturbances within the project area
Submissions Report	Heritage NSW (ACH) had no additional comments.

Heritage NSW (Heritage Council of NSW)

EIS	<p>Heritage NSW (Heritage Council of NSW) noted unanimous support for the Project and confidence that heritage mitigation measures and careful design considerations would achieve a positive heritage outcome and address concerns around cumulative heritage impacts</p> <p>Additional comments and recommendations were made, including that:</p> <ul style="list-style-type: none">• building fabric removed be salvaged for future repair or reuse• Heritage NSW supports the proposed approach (such as historical research) taken to determine final colour schemes• Heritage NSW be consulted during detailed design and the opportunity to comment on future stages of the project• project specific 'Heritage Interpretation Plan' be developed as a priority• archaeological work be undertaken by an Excavation Director that meets the criteria for State Significant archaeology;• if excavation exceeds 2 metres the <i>Archaeological Assessment and Research Design</i> (2023) must be updated• State significant archaeology be retained in situ where possible
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Submissions Report	<p>Heritage NSW (Heritage Council of NSW) reiterated its support for the project and its desire for continued engagement with the proponent. The project refinement to excavate deeper (from two to seven metres and piling in Eddy Avenue Plaza along the retaining wall); may require the Non-Aboriginal Archaeological Assessment to be updated. The Heritage Council of NSW requested consultation during detailed design and construction on issues including heritage conservation, demolition plans, colour schemes and other matters regarding fit-out and finishes</p>
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Biodiversity and Conservation Division – Environment and Heritage Group (BCD)

EIS	<p>BCD commented on biodiversity and flooding, including the need for a revised BDAR Waiver due to the addition of a compound in the Sydney Yard, a recommendation that an Arboriculture Impact Assessment (AIA) be prepared to assess and manage impacts of tree removal, a request for further information on the number of trees and the specific tree species that will be used as offsets, and noted a lack of assessment of flooding impacts related to proposed footpath works between Pitt Street and Eddy Avenue</p>
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Submissions Report	<p>BCD had no additional comments</p>
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Environment Protection Authority (EPA)

EIS	<p>The EPA considered noise and vibration impacts when undertaking its review and noted that a large portion of construction would be undertaken outside of standard hours to minimise impacts on the precinct's key function as a transport hub. Matters raised included:</p> <ul style="list-style-type: none">• that work outside standard hours which shorten the construction timeline are only acceptable when supported by the affected community. The EPA also noted that internal station users, primarily staff, would be most affected by the works, and that best practice mitigation measures should be applied for internal works• that noise impacts should not be categorised by perception, as this is not consistent with the ICNG. Noise above the relevant noise management level (NML) is an impact. The NML is when mitigation must be considered
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Submissions Report	<p>The EPA reiterated its comment regarding the use of perception labelling of impact based on an exceedance of NMLs as it is both inconsistent with the ICNG and misleading. It also confirmed that</p> <ul style="list-style-type: none"> • it would be the Appropriate Regulatory Authority (ARA) and that the project is not subject to self-regulation; and • the Construction Noise and Vibration Strategy (CNVS) is not consistent with the ICNG and should explain how to use mitigation measures and when they are applicable • the Submission Report lacks detailed mitigation measures for noise, deferring to post-approval <p>The EPA emphasises the obligation to implement feasible and reasonable noise reduction measures throughout all construction stages, not just notification hierarchy and triggers for alternative accommodation</p>
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Fire and Rescue NSW (FRNSW)

EIS	FRNSW did make any comment or recommendations but acknowledged that it would be engaged throughout the Fire Engineering process
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Crown Lands

EIS	Crown Lands did not provide any comments
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Submissions Report	Crown Lands did not provide any additional comments
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The Department also notified the NSW Police; however, no response was received. The Department understands that the Proponent has been consulting with NSW Police and will continue consultation during detailed design.

5.3 Summary of submissions

During the exhibition period, the Department received twenty-five (25) unique submissions. Of these, one (1) was from local council, two (2) were from State-owned corporations, two (2) were from special interest groups and organisations, and twenty (20) were from the members of the community.

Most community submissions were received from individuals located within the Sydney Metropolitan area and affected businesses and interest groups within Greater Sydney. Outside of this region, one submission was in the Central Coast area, one in Greater Newcastle and one in Wollongong.

A summary of the submissions is provided in **Table 4** to **Table 6**, and a link to the full copy of submissions is in **Appendix C**.

Table 4 | Summary of State-owned corporation submissions

Sydney Water	
EIS	<p>Sydney Water raised concerns regarding impacts to water-related infrastructure, in particular:</p> <ul style="list-style-type: none"> the project's close proximity to the Bondi Ocean Outfall Sewer (BOOS) noting that failure of this sewer would cause significant disruption in the CBD and to the rail network that there is no existing recycled water scheme supply in the project area, however Sydney Water is open to working with the Proponent to develop recycled water solutions to offset potable water demands recommending further consideration of rainwater capture and stormwater runoff reduction ongoing consultation and confirmation of servicing requirements as soon as possible
Submissions Report	Sydney Water did not comment on the Submissions Report.
Ausgrid	
EIS	<p>Ausgrid requested that the compatibility of the project with existing Ausgrid infrastructure be considered, particularly in relation to risks of electrocution, fire risks, electric & magnetic fields (EMFs), noise, visual amenity and other matters that may impact on Ausgrid or the project.</p> <p>It was noted that the EIS had not considered utility requirements, including an assessment of impacts on existing external electrical infrastructure, how potential impacts would be managed, and servicing requirements for the project.</p>
Submissions Report	Ausgrid did not comment on the Submissions Report.

Table 5 | Summary of Council's submission

City of Sydney Council	
EIS	<p>Council stated its support, but noted that the project would benefit from a more considered approach to the Station's role as a place for social and cultural gathering and day-into-night activation that keeps the area active, lively, and safe after dark.</p> <p>Council also provided the following comments:</p> <ul style="list-style-type: none"> thought must be given to how spaces will be curated to support nightlife activity and provide safe spaces at night requested further information about the use of spaces; removal of heritage fabric and introduction of new elements greater consideration of more accessible facilities for people with disabilities further articulation of the Eddy Plaza building, and visual impact analysis of the approach to the station and between Foveaux Street and the Sydney Terminal building

- further consideration of Connecting to Country, particularly in relation to Eddy Avenue Plaza
- reconsideration of new and removed elements on Eddy Avenue Plaza and retail infill on the western side of Eddy Avenue Plaza (eastern colonnade) which removes the weather protection between Eddy Avenue and the Central Electric Building
- concern about the capacity of the reconfigured loading dock, including potential for overflow into the surrounding streets and resulting impact on the street network
- lack of proposed cycling facilities (such as indoor bike parking and end-of-trip facilities), including potential to engage with Council to resolve pedestrian crowding and cycling connections
- revision of the flood assessment to consider the flood-prone area of Eddy Avenue and potential impacts on surrounding ground-floor retail
- request for an Arboriculture Impact Assessment for footpath construction work; a change to tree species to increase canopy coverage and further information on the green roof (above Eddy Avenue Plaza building)
- information regarding waste management
- as the extent and location of the Contaminants of Potential Concern (CoPC) are not known, further investigation and analysis is required to evaluate risks to human health and the environment
- request that a Detailed Site Investigation (DSI) be undertaken and a Remediation Action Plan (RAP) be prepared where required

Submission Report

In general, Council advised that its position remains unchanged on matters of built form and urban design, trees and landscaping, and site contamination

Council requested that any matter that the Submission Report notes as being investigated, considered or detailed during the detailed design phase and development of operational management plans be in consultation with and endorsed by Council

Council raised the following additional matters relating to the Submission Report:

- provides no additional information regarding soil volumes or appropriateness for use of palms
- concerns about loading areas, pedestrian congestion and bicycle parking not adequately addressed
- on-site loading capacity (50% of peak demand) and proposed mitigation measures to address are limited. Relocating Sydney Trains and emergency vehicles will not address this
- the loading dock will need to be expanded once the over station redevelopment is complete
- pedestrian crowding at the Pitt Street/Eddy Avenue intersection is not addressed and should be resolved as a whole of CPRP
- a bike hub should be retained and an end-of-trip hub included
- that the project is subject to development contributions for non-rail infrastructure works
- separate consents are recommended for each individual commercial tenancy and the market hall, with details such as fit out plans, hours of operation, acoustic assessments, and management plans required before approval

Table 6 | Summary of submissions from community members and special interest groups

Submitter	Number	Position
Special interest groups		
National Trust	1	Comment
Action for Public Transport (N.S.W.) Inc.	1	Comment
<i>State-owned Corporations</i>		
Sydney Water	1	Comment
Ausgrid	1	Comment
Unique submissions from community members		
< 5 km	2	Object
	0	Support
	3	Comment
5–100 km	7	Object
	3	Support
	4	Comment
> 100 km	0	Object
	1	Support
	0	Comment
TOTAL	24	

Note: this table does not count the submission made by Council. There are twenty-five (25) submissions including Council's submission.

5.4 Key issues raised

Key issues raised by the community and special interest groups are summarised below.

Design, place and movement

- further justification for the new vertical connection between Eddy Avenue and the Grand Concourse should be provided
- introduced elements, such as seating and planting may clutter the Grand Concourse, impact movement and detract from its main function as a transport interchange

- the proposed relocation of the information desk/train display screens may cause congestion in the western part of the Grand Concourse
- reduction of covered pathways along the eastern colonnade (in Eddy Avenue Plaza) in favour of retail infill, impacting weather protection and pedestrian movement
- disrupted sight lines from suburban trains towards the Terminal Building (primarily due to the height of Eddy Plaza Eastern Building)
- lack of pedestrian modelling between different modes of transport in the Terminal building and surrounds (i.e., between coach, bus and light rail)
- south/southwest pedestrian accessibility to and from suburban platforms and around Central Precinct has not been considered in the project.

Traffic, transport and access

- provision of more cycling infrastructure including more bike space, paths, and signage, including the provision of secure, undercover bicycle parking
- justification for the light rail works is unclear; an extension of the existing platform would help alleviate congestion when boarding or disembarking the tram; disruption to light rail services during construction may not be justified
- loading servicing areas are underdeveloped and may cause congestion in surrounding streets.

Social

- limited consideration of disadvantaged people and need for further support for 'transient' community around the station
- prolonged construction disruptions which would impact the local community, particularly rough sleepers and disadvantaged people who rely on the infrastructure
- impacts on existing local business in Eddy Avenue Plaza
- concern that over commercialisation and development will create more disparity. Rent affordability for small to medium businesses must be considered
- increased access to clean public services (such as bathrooms, drinking fountains) is encouraged.

Heritage

- wider heritage context must be considered as Central Precinct, and not just focus on the Sydney Terminal Building
- sensitivity of escalator entries must be considered. For example, connections between port cochere and Grand Concourse appear to compromise the existing heritage fabric/ and functions of the building
- demolition of existing building fabric is unclear and would cause irreversible damage E.g., irreversible damage to the north-western entry is proposed, not enough balance between heritage and revitalisation
- retention of the station's history is missing, no intention to clearly 'celebrate' the history
- the project risks being a purely modern interpretation of historical Central – new additions must retain historic building atmosphere.

Future development

- the context in which the STBR sits must be considered more carefully. The proposed rezoning and associated development directly conflicts with elements of the revitalisation, including traffic and access, and the relationship between the grand concourse and open-air platforms
- future OSD would detract from the heritage architecture of the site and overshadow the station.

5.5 Response to submissions and Government agency advice

On 14 March 2023, the Department provided the Proponent with Government agency advice and submissions following exhibition of the EIS and requested a response be prepared.

The Proponent submitted the Submissions Report (Submissions Report) (**Appendix D**) to the Department and it was made publicly available on the Department's Major Projects website on 14 August 2023 and forwarded to the relevant agencies and Council for comment. The Submissions Report included clarifications to information presented in the EIS, a summary of which is provided in **Table 7**.

Table 7 | Proponent clarifications/refinements presented in the Submissions Report

Change	Justification
Project refinements	
Substation to be retained in its current location at street level within the Sydney Terminal Building.	<p>The existing substation would be retained in its existing location adjacent to the Electrician Department. This would remove the opportunity to introduce a new east-west pedestrian connection</p> <p>Additional refinements required as a result of retaining the substation include:</p> <ul style="list-style-type: none">• relocating a lift, servicing all levels in the Sydney Terminal Building and providing access from Eddy Avenue to the Grand Concourse, to avoid the substation• space formerly planned for the lift and lobby on the Grand Concourse level would be used for retail uses• relocate toilets servicing the Market area to an existing toilet location• reduce the size of the multi-purpose space with primary access through the eastern entry
Relocation of lift in Central Electric Building	<p>Relocate the lift between the upper level of the Central Electric Building (CEB) and the rooftop to sit within the retail tenancy area to allow food and beverage patrons to move between level 1 of the CEB and the rooftop but would no longer provide access to the Eddy Avenue Plaza. The lift would no longer provide passenger access to the station</p>

Change	Justification
Eddy Avenue Plaza retaining wall – increase to maximum depth of piling	Demolition of the service ramp between the rail line and retail shops in Eddy Avenue Plaza and reinforcement of the retaining wall in Eddy Avenue Plaza, increasing the excavation depth to seven metres in this location
Project clarifications	
Clarification that the project is in the suburbs of Haymarket and Chippendale.	The EIS reference the project being located within Haymarket, however the Sydney Yard compound extends south beyond the boundary of Haymarket into Chippendale
Clarification of passenger movements	On average, over 230,000 customers visited Central Station per day in 2018, the equivalent of about 85 million visitors across the year and not 270,000 customers in 2018as stated in the EIS

Changes made since exhibition that are described in the Submissions Report are highlighted in **Figure 9** and **Figure 10** below.

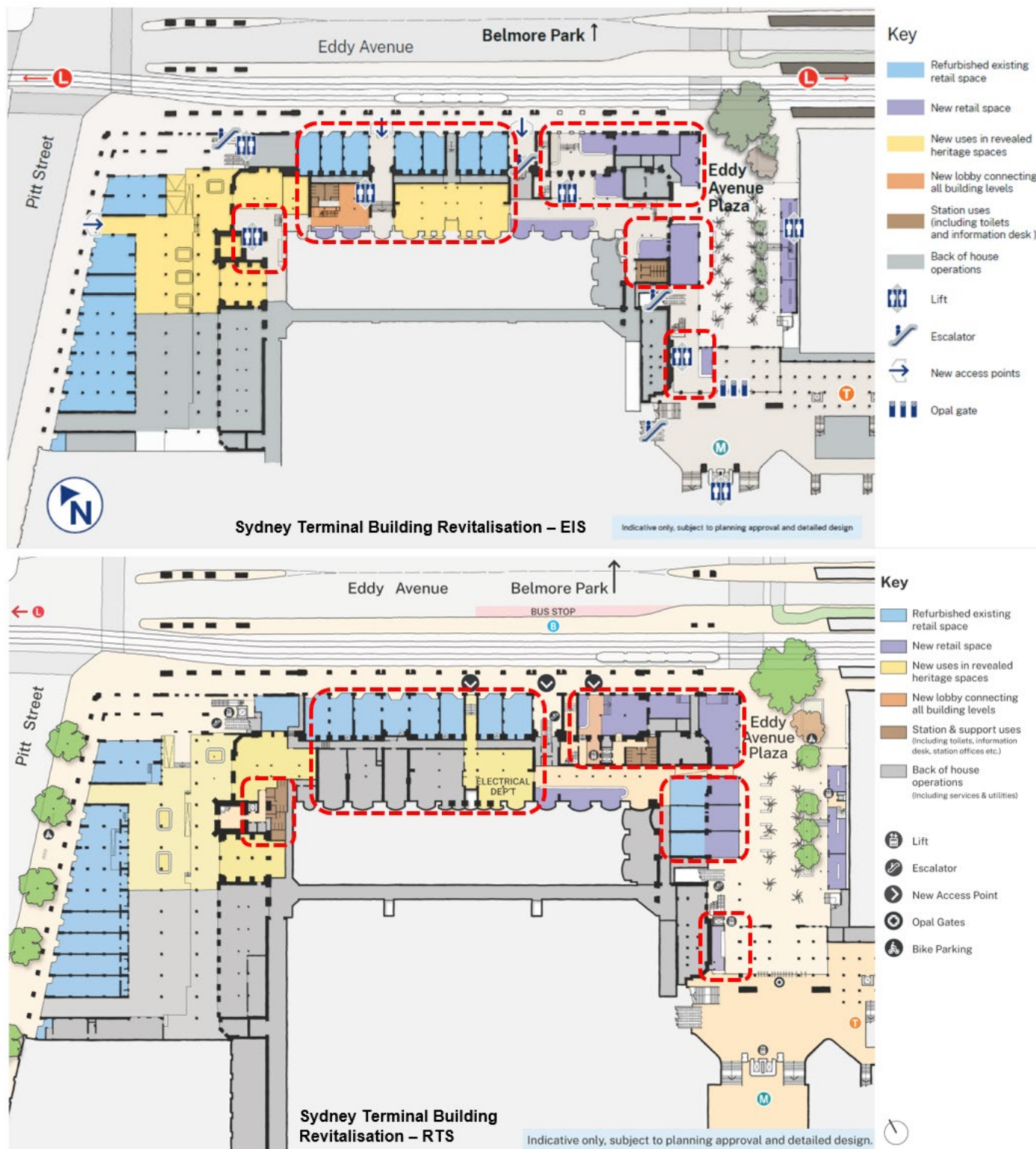


Figure 9 | Proposed floorplan – street level comparison of EIS and Submissions Report (Source: EIS and Submissions Report with Department markup)



Figure 10 | Proposed floorplan – Grand Concourse comparison of EIS and Submissions Report (Source: EIS and Submissions Report with Department markup)

6 Assessment

The Department has reviewed the Proponent's environmental impact statement, response to submissions and has considered submissions and agencies' advice. The key issues identified were Heritage; Design, Place and Movement; and Traffic, Transport and Access. Other issues are considered in **Table 8**.

6.1 Heritage

Issue

The project will result in impacts including the removal of original fabric, potential vibration impacts and changes to uses in the back-of-house areas of the Sydney Terminal Building from what was historically station use/support to publicly accessible retail uses. There is also a low risk for excavation to uncover Aboriginal cultural artefacts within Eddy Avenue Plaza and the Western Forecourt; however, no recorded Aboriginal sites or objects would be affected.

The Department has considered the potential impacts on the heritage values of Central Station and is satisfied that the recommended conditions of approval, which include salvage, archival recordings and the preparation of a Heritage Interpretation Plan, along with the Proponent's proposed heritage management measures, would manage heritage impacts and continue to support Central's historical and primary function as a major transport interchange.

Submissions

Community and Special Interest Group submissions

Specific issues relating to heritage included:

- that the additional escalator entries be considered further to confirm that the proposed locations are suitable
- that connections between the port cochere and Grand Concourse compromise the heritage fabric/ and functions of the building
- original fabric be retained and reinstated
- that demolition of existing building fabric is unclear and would cause irreversible damage
- that changes to the north-western entry would cause irreversible damage and does not balance heritage and revitalisation
- that retention of the station's history is missing and there is no clear intention to 'celebrate' it
- that the project risks being a modern interpretation of the historical station and that additions must retain historic building atmosphere
- the wider heritage context of the Central Precinct must be considered and should not just focus on the Sydney Terminal Building.

Council

City of Sydney noted general support for the project and commended the removal of detracting additions and restoration of the former booking hall and other project elements within the Grand Concourse. However, it noted the lack of detailed technical drawings and the potential impact to heritage values caused by the removal of original fabric and elements provided in the EIS. Council

requested further detail on the extent of significant heritage fabric needing to be removed to accommodate project elements.

Agency Advice

Heritage NSW (Aboriginal Cultural Heritage) acknowledged that the Aboriginal Cultural Heritage Assessment Report (ACHAR) had identified limited to nil potential for impacts to Aboriginal cultural heritage due to past disturbance.

Heritage NSW (Heritage Council of NSW) supports the project and made specific comments regarding removal of heritage fabric, archaeological investigations, interpretation and ongoing consultation, but was confident that heritage mitigation measures and careful design considerations would achieve a positive heritage outcome and address concerns around cumulative heritage impacts.

Consideration

Areas of high archaeological potential for Aboriginal artefacts are located outside of areas subject to excavation and can be managed with standard management procedures

The potential to impact Aboriginal cultural heritage during construction is considered low. The Sydney Yards area to be used as a construction compound, includes an area of **high** archaeological potential and includes a known artefact scatter in an area of intact Botany Sands. **Figure 11** and **Figure 12** show the areas of Aboriginal archaeological potential and the proposed excavation areas.

No excavation is proposed in this location and therefore there will be no subsurface impacts. Notwithstanding, the Proponent has committed to creating an exclusion zone to prevent disturbance in the area of high archaeological potential. The Department supports this approach.

Excavations at street level (i.e. the Western Forecourt strengthening works and Eddy Avenue Plaza excavations) are in areas that have previously been assessed as holding low archaeological potential. While the assessment identified that redeposited sands may be associated with the former Devonshire Street Cemetery and may contain infrequent Aboriginal objects, there is still a low potential for encountering Aboriginal objects.

The proponent has committed to mapping areas of Aboriginal heritage value, implementation of unexpected finds procedures, and opportunities for on-going engagement with the Aboriginal community. These measures would be supported by standard work procedures - where excavation is required, the workforce would be advised through toolbox talks ahead of work occurring. The Department supports this approach and is satisfied that implementation of these measures would appropriately manage impacts to Aboriginal cultural heritage. A suite of conditions is recommended regarding impact minimisation, preparation and implementation of an unexpected finds procedure and keeping registered Aboriginal parties informed to support these commitments.

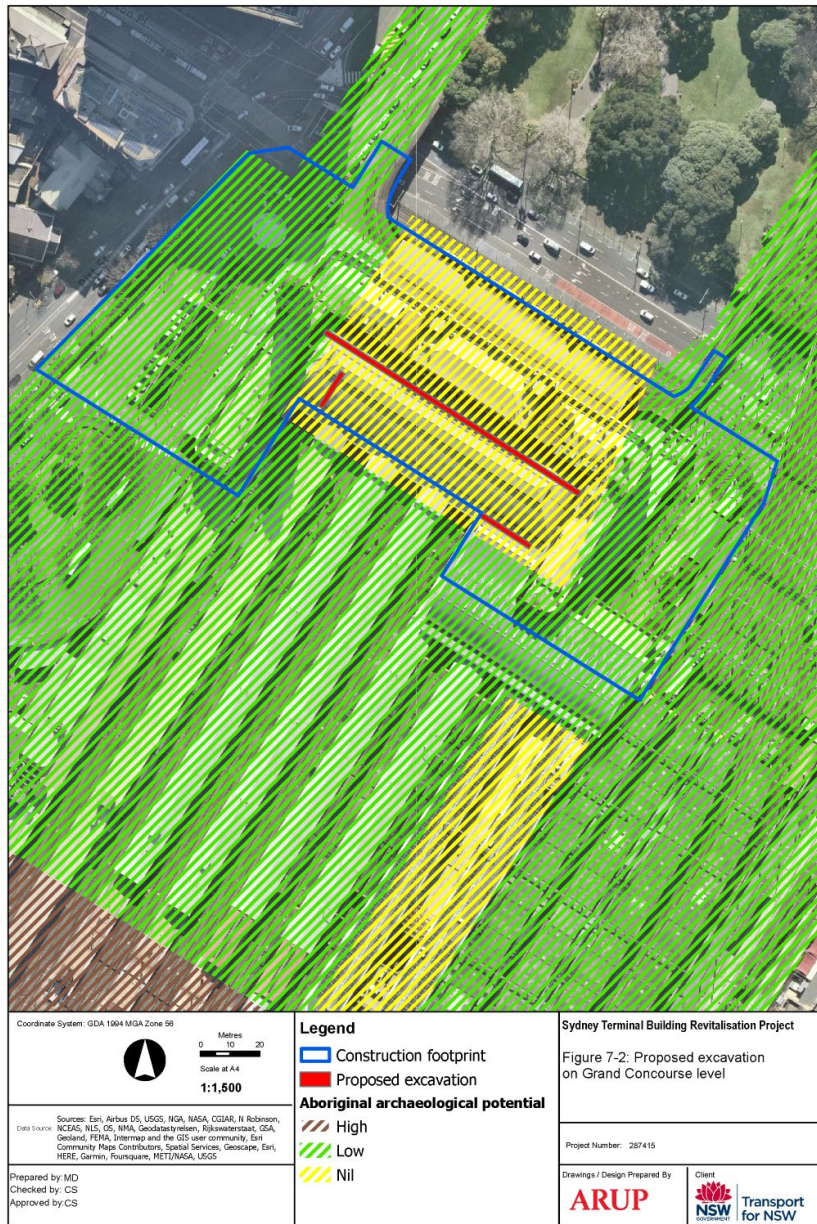


Figure 11 | Proposed excavation on the Grand Concourse level



Figure 12 | Proposed excavation on Eddy Ave level

The project will maintain and enhance Central Station's historic and ongoing use as a major transport interchange while evolving to meet the planned future changes to the precinct

The Department recognises the heritage significance of Central Station for both its architectural value as well as its primary function as a transport interchange which has evolved over time. This progression includes from the original terminus station to the integration of the suburban rail network, reinstatement of light rail, the upcoming commencement of Sydney Metro services and the planned future growth of the area as a technology precinct.

While the historical building fabric contributes to the heritage values of Central Station; its historic, associational, and social values are equally significant. Historical values are linked to the long use and function of the Station, while associational and social values are linked to the associations and connections that people have formed with the place over time and historical events that have occurred.

A key project objective is to support Central Station's existing primary function through upgrades that will improve its efficiency and accessibility, while creating new associational and social connections through new and revitalised commercial, community and cultural uses. Realisation of this objective will necessitate the removal of some original fabric to accommodate new entrances, escalators, lifts and stairs in the terminal building to improve pedestrian circulation, wayfinding and accessibility. Nonetheless, the proposed interventions serve to ensure that the station evolves to continue to perform its primary function within the context of a growing and changing precinct.

New food and beverage outlets/uses would be located predominately in former retail shops and in Eddy Avenue Plaza, consistent with the original and historical usage of these spaces. New uses are proposed for spaces within the basement and loading dock which historically housed operation spaces and railway functions, removing their historical primary function and users (railway workers).

The project will aim to maintain its spatial qualities, fabric and character and would continue to convey its original utilitarian function and the proponent has committed to developing and implementing heritage interpretation. A condition is recommended requiring that a Heritage Interpretation Strategy be prepared to identify how and where interpretation will be implemented.

The Department is satisfied that the proposed changes would enhance the station's historic and ongoing use as a major transport interchange and significant gateway to Sydney, while positioning it to support future development and growth in the southern CBD through new and revitalised retail spaces and more convenient access to street level for station users. Heritage interpretation will be installed in spaces that were previously inaccessible to the public to convey the historical function of these back-of-house areas.

Changes to the terminal building and associated station buildings and environments would restore historical elements that have been modified, removed or damaged while improving wayfinding and pedestrian accessibility

The proposed scope of work will improve station accessibility and function, whilst preserving the heritage significance of the station. Sympathetic design measures, reinstatement of the double height booking hall and glass roof and limiting impacts to original fabric to the greatest extent practicable, will enhance the significance of the terminal building while ensuring that it can continue to perform its primary function into the 21st century and beyond.

Demolition of one retail space and columns at the northwest corner entry (corner of Pitt Street and Eddy Avenue) to the Sydney Terminal Building, and installation of new beams represent a major intervention resulting in adverse heritage impact at this location. The loss of original fabric and spatial quality would be balanced by improved legibility, sense of arrival, circulation, wayfinding, and safety. The refurbished entry would provide clear sight lines and would better connect it with the surrounding urban environment. While the loss of original fabric would result in adverse heritage impacts, the continued functioning of the station would be enhanced through improved accessibility and passenger flow.

Various elements of the original building design would be realised or reinstated. These include the original double height space in the Booking Hall with the removal of the concrete floor inserted in 1937 to expose the ornate ceiling and plasterwork; the original 1906 extent of the central glazed roof area, the eastern awning, glazed pavement lights, repairs to historical fabric, and a new terrazzo floor to replace the non-original flooring of the Grand Concourse to be designed by indigenous artists.

New escalators between the Grand Concourse and Eddy Avenue Plaza would necessitate the removal of original floor slabs, however the spaces would continue to be used as thoroughfares as originally intended, and the physical and visual impacts of the new escalators would be balanced by the improvements to commuter circulation and wayfinding.

Removal of the split-level plaza, vehicular ramp and non-significant retail kiosks at Eddy Avenue Plaza, would allow for widening and the opportunity to refurbish it as a significant and activated public space with improved accessibility, circulation and wayfinding as well as physical and visual connections between the Central Electric Building and Eddy Avenue. All surviving original fabric of the Central Electric Building would be retained and conserved. The intrusive mezzanine would be removed, regaining the original spatial quality of the first-floor interior of the building.

While the Department acknowledges that the project would result in some adverse impacts due to the removal of significant fabric, this is considered acceptable and appropriate to accommodate improvements to accessibility and the functioning of the station. The project will also have major beneficial impacts resulting from the removal of intrusive elements, the reconstruction of previously demolished building elements, the construction of elements that were included in the original plans but never built and the restoration of significant elements. These improved outcomes are further enhanced by the proponent's commitment to measures to ensure these outcomes are achieved including:

- continued involvement of the State Design Review Panel and consultation with Heritage NSW and City of Sydney Council throughout design
- and engagement of suitably qualified heritage architect to advise on work affecting tangible and intangible heritage values and salvaging heritage fabric, including sandstone and bricks, suitable for reuse or repairs.

In addition, the Department recommends conditions requiring preparation of: a Heritage CEMP Sub-Plan; a Salvage and Reuse of Distinctive Elements Plan; and a Removal and Storage Methodology for the identification, recording, tagging, removal and storage of heritage items and fabric for salvage. Archival recording will also be undertaken for the purpose of maintaining a photographic records of the Sydney terminal Building from before and after the completion of the project and to ensure that repairs can be made in the unlikely event that heritage items are damaged.

In summary, the Department is satisfied that though there may be some impact to heritage fabric and changes to historical circulation and movement patterns, these:

- will not affect the values contributing to the significance and in some instances, these would be enhanced
- are necessary to ensure that the station is fit for purpose with planned changes in the precinct resulting in higher numbers of commuters and residents transiting the station with ready access to services.

Additional measures such as archival recording and development of heritage interpretation would ensure that changes are limited and documented for future reference and ensure the Station's ongoing importance in the rail network and history in the community.

Heritage values will be conserved and celebrated through implementing a Heritage Interpretation Strategy and Heritage Interpretation Plan

The project provides an opportunity to investigate and develop interpretations of the history of the Sydney Terminal Building and the Central Station precinct more broadly, incorporating Aboriginal and environmental heritage interpretation into the design and consolidating work and research recently undertaken in the same area, such as the CSLER and Sydney Metro. While a draft Heritage Interpretation Strategy has been prepared for the wider Central SSP, Heritage NSW has requested that a more detailed Heritage Interpretation Plan (HIP) be prepared for the Sydney Terminal Building. The Department agrees with the recommendation made by Heritage NSW due to the significance of the Sydney Terminal Building and Central Station more broadly and has included a recommended condition to this effect.

The Department's recommended condition builds on Proponent's commitment and requires that the heritage interpretation plan:

- be consistent with the Central Precinct Renewal Heritage Interpretation Strategy (TfNSW, 2023)
- consider the various elements of Sydney Terminal Building's historic significance, its prominent location and role as a gateway to Sydney and its development
- interpret key Aboriginal and environmental heritage values, including change in use of spaces, interpretation of archaeological finds, the role of the railway in transporting the Stolen Generation
- consider advice received from the State Design Review Panel; and
- address ongoing maintenance of interpretation elements.

Design will seek to minimise excavation in areas of known State significant archaeology within the Central Station complex and avoid deep excavation wherever possible while implementing procedures across the site to address unexpected finds.

A number of items of State significant archaeology remain in situ in the Central Station complex. These include the well-known Devonshire Street cemetery as well as the police superintendent's residence, Carter's and Belmore police barracks, roads, fencing and elements such as the subway passage system and the Bondi ocean outfall sewer which is still in use. The locations of some are shown on **Figure 13**. **Figure 14** shows these in relation to the areas where excavation is proposed.

The retaining wall along the eastern boundary of Eddy Avenue Plaza requires reinforcing, necessitating the use of bored piling up to a depth of seven metres in an area of high potential of

encountering state significant archaeology, including remnants of the Devonshire Street Cemetery. While much of the Devonshire Street Cemetery was exhumed for development of the rail line and terminal building, recent investigations associated with light rail and metro projects have indicated that there are still areas which remain.

Other ground disturbing work consisting of demolition, excavation for construction of new elements (i.e. lift shafts, lighting, structural supports for openings in facades and seating), levelling of footpaths and flooring, and the relocation and introduction of utilities could also expose state significant archaeology.

While there has been significant excavation in and around Central station in recent years for the City and South East Light Rail (CSLER) and Sydney Metro, significant potential for State significant archaeology remains within the footprint of the Sydney Terminal Building and Eddy Avenue Plaza. Work that requires deeper excavation and/or a wider excavation footprint within Eddy Avenue Plaza may impact state significant archaeological remains associated with the Devonshire Street Cemetery, Church of England – Residence and Morgue and Carters Barracks.

Heritage NSW requested that the archaeological investigation methodologies and assessment be revised due to deeper excavation requirements. The Department supports this request and the commitment to further archaeological testing, recording, salvage and/or monitoring in areas of archaeological potential before commencement of construction and further recommends that an excavation director be appointed to oversee archaeological excavations.

The Department acknowledges the significance of the archaeological potential remaining in the area, supports measures to reduce the excavation footprint and recommends that an unexpected heritage finds and human remains procedure be prepared and implemented. The procedures would need to outline the processes to be followed if unknown finds are exposed. These would be developed in consultation with Heritage NSW and would guide the ongoing management or salvage of items found.

6.2 Design, Place and Movement

The Sydney Terminal Building Revitalisation aims to improve wayfinding, legibility, and accessibility of Central Station and the Sydney Terminal Building while also activating new and renovated spaces in and around the Sydney Terminal Building. While the Sydney Terminal building offers accessible connections between the Grand Concourse and the street level, these connections can be confusing and hard to find, in particular for users with reduced mobility. In addition to poor connections with the street, some existing public spaces are dark, overcrowded, confusing to navigate, loud, unappealing, feel unsafe.

The Sydney Terminal building would retain its historic and primary role as a transport interchange yet have a more considered sense of place and movement, resulting in an improved public interface. Renovation and revitalisation of existing public spaces, activation and opening of new areas to the public will increase overall permeability through the site while revealing previously underutilised spaces and restoration and exposure of heritage spaces and building elements which have been hidden behind unsympathetic accretions over time.

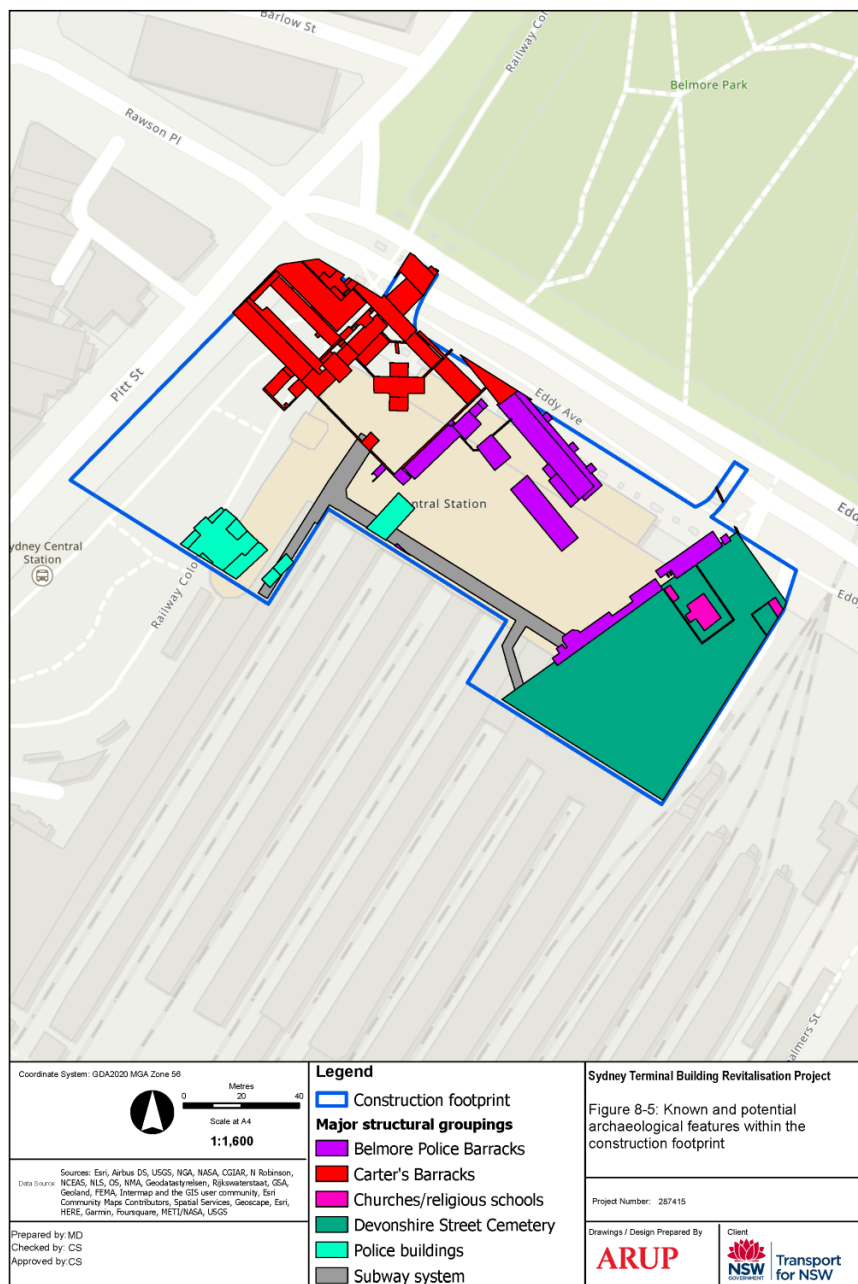


Figure 13 | Known and potential archaeological resources
Sydney Terminal Building Revitalisation (SSI 45421960) | Assessment Report

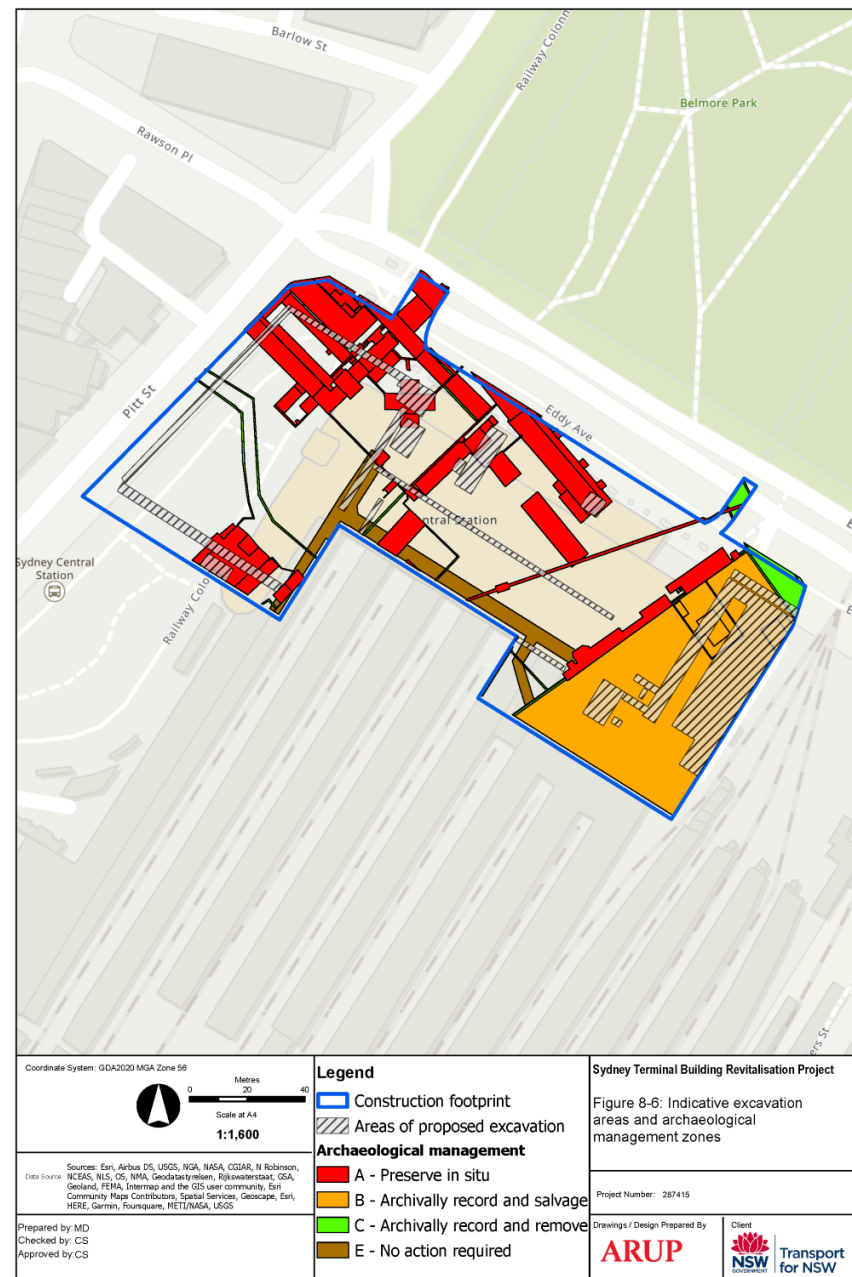


Figure 14 | Indicative excavation areas

The Project is informed by the State Significant Precinct (SSP) and includes consideration of potential future over-station development. Key design and placemaking guidelines have informed the character and form, access and connection, amenity, comfort, and safety, reflects 'Better Placed' principles and The Movement and Place Framework (TfNSW) and has been considered against built environment themes.

The proposed new elements, in particular the vertical connections, have been designed to support the Sydney Terminal building's main function as a major transport interchange in addition to consideration of its potential future role as the connection between the street and the future over-station development.

A State Design Review Panel (SDRP) was convened to ensure design is a driver for the project given the potential impacts to such a significant building. The SDRP is an independent design review panel including representation from the Government Architect and comprising independent and qualified practitioners in the fields of architecture, landscaping, heritage and urban design.

Key issues raised by the SDRP have included impacts to the north western corner of the building, the location of the information desk, the proposed new building and plantings in Eddy Avenue Plaza and reinstatement of the awning on the eastern façade. Recommendations from the panel have been considered in development of the design. The Department supports ongoing involvement of the SDRP into the detailed design and construction phases of the project.

To further support this it is recommended that a Place, Design and Landscape Plan (PDLP) be prepared, in addition to a Heritage Interpretation Plan (HIP). The SDRP will provide advice on the HIP, PDLP and other design related matters throughout the design and construction phases which must be taken into account in developing the overall project.

Submissions

Community

Community submissions raised concerns and comments about the proposed interventions, including:

- further justification for the new escalator connection between Eddy Avenue and the Grand Concourse, including an assessment of the impacts on light rail passengers
- introduced elements, such as seating and planting may clutter the Grand Concourse, impact movement and detract from the main function as a transport interchange
- relocation of the information desk/train display screens may cause congestion at the western entry to the Grand Concourse
- the impact to temperature in the Grand Concourse of upgraded roof glazing
- retail infill along the eastern colonnade (in Eddy Avenue Plaza) would reduce weather protection and pedestrian movement
- the new Eddy Plaza Eastern Building creating a barrier to views of the Terminal Building lines from suburban trains
- general support for the restoration of original heritage spaces and activation of basement spaces

Council and government agencies

City of Sydney Council generally supports the proposal, particularly the revitalisation of the building and opportunity for active commercial uses. Issues raised included:

- the significance of connecting to Country
- the visual impact of the new Eddy Avenue Plaza building on views from Foveaux Street and the eastern terrace awning extension to the sandstone façade of the Sydney Terminal Building and from the port cochere towards Surry Hills
- the infill retail in the eastern colonnade, resulting in the loss of open urban space and continuous weather protection
- removing or relocating the new escalators and lifts in the northwest corner.

Consideration

New entry/exit points, the relocation of station services and infrastructure and modifications to the northwest corner will facilitate improved movement around and through Central Station catering for future increases and changing activity patterns

The project will include several new and upgraded connections to support the ongoing transport function of Central Station, and to integrate the Sydney Terminal Building more successfully into the surrounding area. To achieve this objective, the project proposes the following:

- improved legibility and wayfinding at existing entrance locations including the northwest corner and Eddy Avenue Plaza by removing a shop and associated structure to create direct view lines and a new entry between the Grand Concourse and Eddy Avenue Plaza
- introducing two new entries from Eddy Avenue to the Grand Concourse:
 - an eastern entry to create a clear and direct connection between the Grand Concourse and the surrounding street network; and
 - a western entry connecting the Grand Concourse with Eddy Avenue and the upper levels of the building
- a rationalised gate line alignment to the country platforms to improve legibility, create a more sympathetic interface to the existing heritage building and to increase the amount of usable area within the Grand Concourse.

Some submissions questioned the justification for adding new escalators between the Grand Concourse and Eddy Avenue and how it will impact commuters moving to and from the L1 light rail stop. These will provide:

- an additional entry/exit between Eddy Avenue and Central Station
- a direct line of sight to the station gate line
- reduce demand on the existing escalator in the north-western corner of the station (see **Figure 15**).

Movement between the L1 light rail stop and the Grand Concourse would use the western portal which has sufficient capacity to support the light rail demand during peak periods. In addition to improving pedestrian movement and creating clear points of entry/exit, the access via the eastern portal has been selected to facilitate a direct future north-south link to the proposed over-station development.

While the over-station development and the SSP more broadly does not form part of this assessment, the Department notes and supports that the additional points of entry have been designed with existing and future uses in mind.

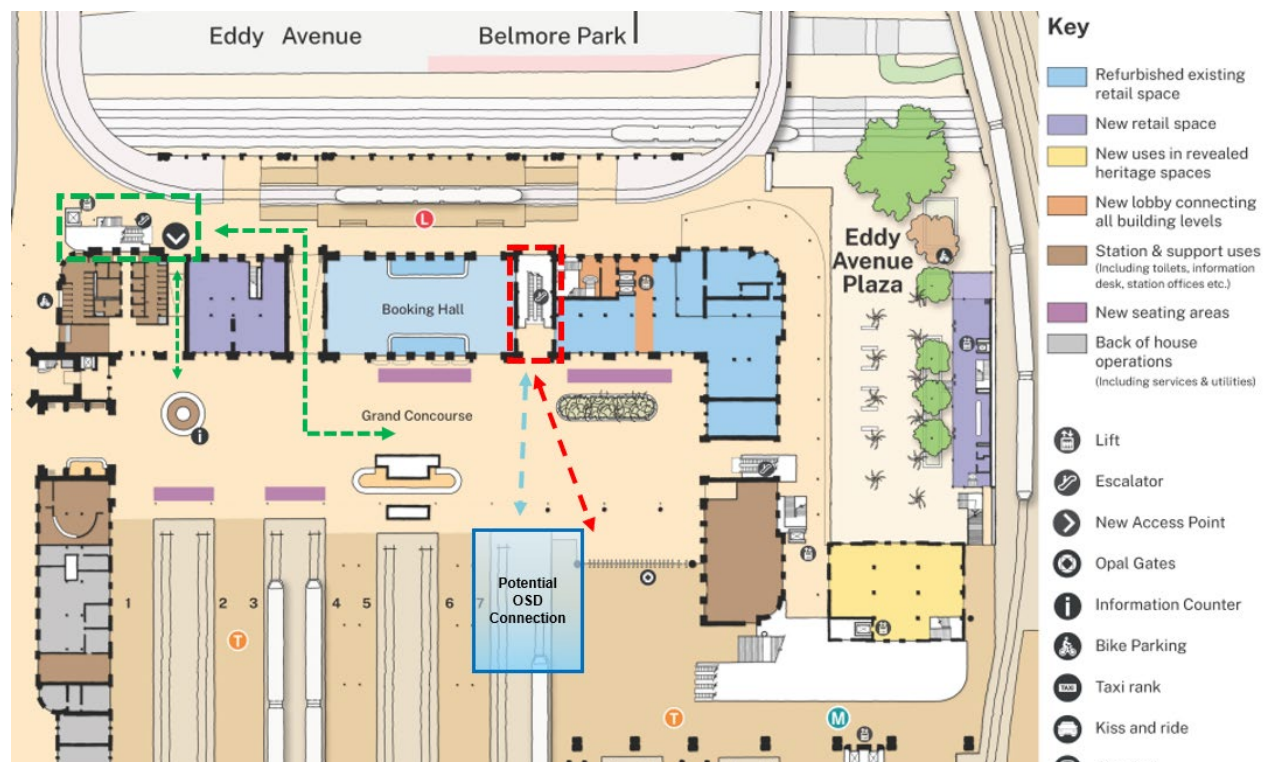


Figure 15 | Diagram showing the relationship between the gate line and the new escalators (Red), the existing northwest entrance (Green), and the potential future OSD connection (Source: Proponent's Submissions Report, with DPE markup).

A more direct and legible path for pedestrians accessing the terminal from the west will be created by removing the shop fronts from the northwest corner. **Figure 16** and **Figure 17** show a comparison between the existing northwest corner and the design proposed in the EIS. This will also create a direct view line between the existing escalators and the intersection of Pitt Street and Eddy Avenue, while improving safety.

The City of Sydney raised concerns about the capacity of the footpath at the intersection of Pitt Street and Eddy Avenue in its submission, noting that it is already approaching capacity during peak hour, potentially creating a crowding and safety issue. The Department accepts the proponent's assertion that this project will not significantly change pedestrian volumes at this location and that removing the shop at the northwest corner will increase the amount of circulation space.

Although this project is not likely to generate additional demand, the improvements may redistribute some movement patterns and future changes in the precinct are likely to increase pedestrians through this location, therefore it is considered that this issue be further investigated and should consider the cumulative impact of this project and the SSP (being assessed by others). The Department has recommended conditions requiring that opportunities to reduce pedestrian crowding along Eddy Avenue, Pitt Street and at their intersection be investigated in consultation with the City of Sydney; and that there be no reduction in pedestrian safety and comfort or increase in pedestrian congestion.



Figure 16 | Existing configuration of the northwest corner (Source: Google Streetview, 2022)



Figure 17 | Proposed configuration of the northwest corner, showing the additional space created by removing the northwest shop (Source: EIS)

The design of Eddy Avenue Plaza improves visibility of the Central Electric Building from public areas and provides clear pedestrian pathways from the street to the station entrances

The reconfiguration of Eddy Avenue Plaza involves regrading the existing public space, creating a central axis towards the Central Electric Building from Eddy Avenue. The service access ramp and the existing retail on the eastern side of plaza would be removed and replaced with a singular two-storey building, and the eastern colonnade would be filled in to create new retail spaces.

The new building would act as a barrier to the train viaduct, creating a quieter plaza with improved amenity to encourage users to linger. The new building will be located against the City Circle viaduct and will be less than half a storey taller than the top of the viaduct, minimising impacts on the plaza and pedestrian movement between the Central Electric Building and Eddy Avenue.

Submissions raised concerns that the proposed retail infill in the eastern colonnade would remove weather protection and detract from the masonry expression of the existing columns. Whilst there will be impacts, the current layout of the space is defined by a series of smaller shopfronts and commercial spaces to the east, in front of the service ramp, and split across two levels. Retail space within the colonnade is offset and disconnected from the plaza and confuses the circulation and dwell functions, which when combined with the existing retail on the eastern side, increases pedestrian congestion and confusion, as there is no clear corridor pathway through the public space.

Changes to Eddy Avenue Plaza will also require the removal of eight trees, however at least 16 will be replanted. The significant tree on the southern boundary of the plaza will be retained and tree protection zones (TPZs) established. The Department has recommended a condition requiring that the Proponent provide a net increase in the number of replacement trees and tree canopy cover, consistent with the *Central Precinct Design Guide* (TfNSW, October 2023).

The Department is satisfied that these changes would improve legibility and define the space as a plaza with clear boundaries while still providing space for retail customers in areas that don't cause congestion and confusion. These issues and the final design of Eddy Avenue Plaza will be considered and further refined during detailed design and the State Design Review Panel process before the commencement of construction and would have minimal adverse impacts.

6.3 Traffic, Transport and Access

Low volumes of daily heavy and light vehicle movements during construction compared to existing traffic is expected to result in minor increases. Proposed implementation of traffic management measures, including avoiding heavy vehicle movements during peak hours where possible would further minimise impacts.

While there will be some disruption to public transport services, pedestrian access and active transport during construction due to necessary safety measures and equipment movement controls in place for public safety reasons; these disruptions would be temporary and limited in duration.

All heavy rail platforms will remain open for use with no planned changes to train services during construction. The repair and improvement work for the porte cochere and Central Grand Concourse stop are expected to temporarily impact the Dulwich Hill light rail service, but measures, including aligning the work with other scheduled construction activities and establishing a temporary turnback near the "Haymarket" stop, are intended to manage the impact on passengers.

Walking and cycling will still be possible around Central Station with no intended cycle diversions or detours needed for construction. The project will provide bicycle parking spaces and end-of-trip facilities (where feasible) and City of Sydney Council will be consulted on changes to footpaths under their management.

Operational arrangements at onsite loading facilities need substantial refinement during detailed design due to uncertainties in design and capacity, which could result in the loading dock causing

disruptions and congestion on surrounding streets if not addressed. The Department recommends conditions for the loading dock's design and operation, along with the proposed dock management plan, to ensure safe and efficient functioning without impeding public road operations.

Submissions

Community

Community submissions raised the need for improved cycling infrastructure, such as more bike space, paths, signage, and secure parking. Concerns were also raised regarding the unclear justification for the light rail works.

Council and government agencies

City of Sydney Council raised concerns about the capacity of the reconfigured loading dock, including potential for overflow of trucks into the surrounding streets and resulting impact on the street network. Council also expressed concern at the lack of proposed cycling facilities (such as indoor bike parking and end-of-trip facilities). Council advised of the potential for the Proponent to engage with Council to resolve pedestrian crowding and cycling connections. Council also recommends providing footpath alignment level detail for Eddy Avenue Plaza and addressing the poor condition of the footpath along Eddy Avenue colonnade.

Consideration

Daily construction traffic volumes will result in negligible traffic impacts; however, heavy vehicles will be managed to prevent idling on public roads

Construction is expected to have minimal impact on traffic flow. There are at least 5,000 two-way vehicle movements on the local roads around the station every day, increasing to 25,000 along Pitt Street and Elizabeth Street in the busiest periods. Construction traffic would add between 20 to 30 heavy vehicle movements per day. Light vehicles arriving and leaving site (around 50 per day) would peak out towards the end of the project. These construction traffic volumes are considered to be within likely daily fluctuations and when spread across the day would not cause or result in an observable increase in road congestion.

Construction collection and delivery points will largely be concentrated in two areas. Construction access will be via Pitt Street to the Western Forecourt and western loading dock at scheduled times, to suit loading dock operations. Railway Colonnade Drive will be used to access the Grand Concourse. Eddy Avenue Plaza will also be required to facilitate occasional out-of-peak deliveries for the eastern side of the construction site for approximately 12 months. Heavy vehicles would be prevented from arriving and leaving during morning and afternoon peak periods except during critical activities, such as during a concrete pour. Designated access routes for heavy vehicle movements will be along the arterial (State) road network as much as practically possible.

Additional traffic management controls, such as police escorts and restricted delivery times in the evening and night-time, may be utilised for oversized deliveries of prefabricated elements (i.e., roof panels).

While there will be some increase in traffic due and general disruption to vehicle movements during construction, the Department is satisfied that it will not have a significant impact on congestion or safety. This is due to the low number of light and heavy vehicle movements relative to existing traffic volumes, the general avoidance of heavy vehicle movements during the morning and afternoon

peaks, and the proposed mitigation measures, including traffic management controls. The Department has recommended a construction vehicle management condition to further minimise impacts by requiring vehicles linked to the project to be carefully managed to discourage parking and prevent idling or queuing on public roads, marshalling of heavy vehicles near sensitive land users, blocking pedestrian or shared paths, and to ensure compliance with the specified haulage routes.

Disruption to public transport services, emergency services and active transport during construction will be temporary and limited

Heavy rail services would not be affected during construction, with all platforms remaining open for use, however repair and improvement work to the porte cochere and light rail platform underneath (Central Grand Concourse stop) may impact the Dulwich Hill light rail service and passengers temporarily from time to time.

The Department is satisfied the impacts to the light rail service and passengers as a result of the temporary closure to the Central Grand Concourse stop will be limited and can be managed. This will be done by aligning the proposed work to the light rail with other scheduled light rail construction/maintenance activities during shutdowns which are programmed throughout the year. Opportunities to expedite construction and reduce impacts, and the construction approach and schedule affecting the light rail line will be determined through negotiation with the light rail operator within the limits of any project approval. Steps to inform, signpost and create a plan for easy interchange for passengers with reduced mobility, allowing for a smooth transition to an alternative light rail stop (likely located on Hay St) while the Central Station stop is temporarily inaccessible, would be developed.

Bus and coach stops would be maintained in their current locations, and no changes to the supporting services, routes, or timetables are anticipated. However, should unexpected closures be required, the Department has recommended a condition that require bus stops, including coach bays, not be closed or moved until suitable replacements are operational within a 400 metre walking distance, and following consultations with council and bus service providers. Wayfinding signage would need to be in place for the duration of their use and temporarily closed bus stops would need to be reinstated before construction is completed, with input from relevant councils.

Sydney Trains and emergency vehicle parking will need to be relocated from the western loading dock and porte cochere to an alternative location due to the construction. The proponent has committed to determining the new temporary locations for Sydney train and emergency service vehicles in consultation with Sydney Trains, and the emergency services before current parking is removed. The Department supports a collaborative approach.

Walking and cycling will still be possible on the road network around Central Station during construction. Some temporary changes will occur to pedestrian access routes around Central Station as work progresses, particularly along Eddy Avenue where temporary pedestrian management controls may be needed to maintain public safety, and no cycle diversions or detours are proposed.

The Department recommends conditions to ensure that safe pedestrian and cyclist access is maintained around work sites, with alternative routes provided in compliance with relevant standards if access is restricted.

Alterations to cycling and pedestrian infrastructure within and around Central Station are proposed and further consultation with Council on refinements will be undertaken

Secure bike parking, offering a total of 50 spaces is proposed between Pitt Street, the Western Forecourt, and Eddy Avenue Plaza with clear signage to assist cyclists and pedestrians in navigating the Sydney Terminal Building and its surroundings. Further cycle parking opportunities would be investigated for staff in the loading dock and across the larger area as part of the CPRP. These additional opportunities are not within the scope of this project.

Although the proponent has committed to 50 bicycle parking space and plans to investigate the provision of end-of-trip facilities, uncertainty exists for both Council and the Department on location and commitment to the provision of these facilities. To ensure adequate cyclist infrastructure is provided, the Department has mandated provision of at least 50 bicycle parking spaces, with the potential inclusion of end-of-trip facilities, if feasible through a recommended condition.

The Department notes that the project as refined in the submissions report:

- proposes closer transition levels than exist between the Plaza and Eddy Avenue footpath,
- includes Plaza and transitions to meet relevant accessibility standards, and
- will include consultation Council on footpath changes, including that along the Eddy Avenue colonnade where new paving is proposed.

Operational arrangements of onsite loading facilities require further refinement, restrictions, and review

The operation, serviceability and capacity of the loading dock is subject to refinement, but the Proponent has advised that the preliminary design was developed in accordance with relevant engineering standards. Council raised concerns about the capacity of the reconfigured loading dock, including potential for queuing into the surrounding streets and the resulting impact on the street network. Further, the Department must be satisfied that accessing the loading dock from public roads can be done safely and efficiently.

Measures to limit potential loading dock disruptions and improve efficiency, including scheduling of vehicles and goods throughout the day to reduce the risk of queuing and impacts on the adjacent road network would be further refined and the feasibility of alternative loading facilities as part of the broader CPRP will be explored.

To address design and serviceability uncertainties, the Department recommends conditions which outline performance outcomes for the design and operation of the loading dock. These include measures which require:

- that the loading dock is designed and operated to not result in queuing on Pitt Street and to ensure smooth one-way movements in and out, with measures to achieve these goals implemented before any loading spaces are removed
- consideration of design, engineering, and safety guidelines, including those outlined in the *Austroads Guide to Traffic Management*;
- independent engineering audits of parking, loading, pedestrian and cycle infrastructure during design and before operation to confirm that safety and design outcomes have been achieved.

Subject to the above conditions and measures such as the dock management plan, the Department is satisfied that the outcomes would ensure the design and operation of loading dock can occur safely

and meet servicing requirements of the Station in a manner that does not impede the operation of public roads.

6.4 Other issues

Other issues are those that are not considered key issues but have been raised either in the EIS or in submissions. These issues are considered in **Table 8**.

Table 8 | Consideration of Other issues

Issue	Findings	Recommendations
Noise and vibration	<p>Due to the site's operation as a major transport interchange, a significant amount of construction would need to occur outside of standard hours to minimise disruptions to commuters. Out of hours delivery of construction materials to the rail yards would also be required. Noise impacts during construction are unavoidable; however, measures would be put in place to manage them, particularly during the most sensitive times of day for the range of receivers.</p> <p>A relatively small number of residential and other receivers would be affected by daytime construction for short periods of time when work external to the terminal building is required.</p> <p>External work on the Grand Concourse and in Eddy Avenue Plaza would also need to be undertaken at night to minimise disruption to commuters and standard operations resulting in noise levels which trigger the need to consider noise mitigation for some receivers. This work requires demolition and use of jackhammers and concrete saws for intermittent periods over 17 months to remove existing pavement and excavation, and during demolition of Eddy Avenue Plaza occurs. Night-time mitigation may also need to be considered for external concrete work, façade refurbishment and roof construction at the Grand Concourse.</p> <p>Construction of the project could cause vibration in the Sydney Terminal and Central Railway Stations Group heritage listed area; however, it is unlikely that vibration levels generated would exceed thresholds where cosmetic damage to buildings would occur.</p> <p>Construction activity is generally expected to meet sleep disturbance criteria except during demolition at the Eddy Avenue Plaza, which is programmed to last for two months. This area is already subject to maximum noise levels like those expected.</p> <p>The Department acknowledges that construction in public spaces with high daytime activity which affects utilities relied upon for normal operations requires the ability to work at night to minimise disruption to station operations, services provision to the broader community and passenger safety, however daytime work is strongly encouraged wherever possible, particularly noise intensive activities. Preparation of a noise management plan incorporating measures to manage construction noise including equipment selection, orientation, scheduling, respite, at source controls and notification, is proposed and supported.</p>	<p>In addition to standard noise and vibration conditions, specific conditions are recommended to permit work on Saturdays (8am to 6pm), address out-of-hours work requirements, limit noisy work near sensitive areas, and limit operational noise from new plant.</p>

Issue	Findings	Recommendations
	<p>The UTS building on Quay Street, Christ Church St Laurence, Belmore Park and a number of hostels in the area could be affected by highly intrusive noise for short periods of time. However, Central and its surrounds are a relatively high activity, supporting educational facilities and associated student services (UTS, TAFE, food and beverage outlets), accommodation (hotels, hostels), transport interchange facilities (heavy and light rail, suburban buses, coaches) and is generally a high traffic area at the southern end of the Sydney CBD, activities which contribute to an elevated background noise. Residential, commercial and accommodation buildings (both new and refurbished) constructed in the past 20 years could also reasonably be expected to have been constructed to a high standard with air conditioning and glazing that reduces noise transmission in a high activity environment consistent with a CBD.</p> <p>Operational noise impacts associated with the project include noise generated from air cooled chillers and centrifugal pumps for the hot water system on the roof of the Sydney Terminal Building. The noise generated from the mechanical plant is expected to comply with the predicted day, evening and night-time noise levels at the closest sensitive receivers.</p>	
Contamination and groundwater	<p><i>Contamination</i></p> <p>Contamination from on-site activities associated with railway use, historical gas works and other contaminating activities and businesses have been in operation within 200 metres of the project boundary since at least the 1930s. Six Areas of Potential Environmental Concern (APECs) have been identified.</p> <p>The proponent has advised that a Detailed Soil Investigation and accompanying geotechnical investigations are being prepared. If the DSI finds that there is a potential unacceptable risk to human health of the environment, then a management or remedial action plan (where relevant) will be prepared and implemented, consistent with the Contaminated Lands Guidelines.</p> <p>The Department is satisfied that the risk posed by potential contamination is low as:</p> <ul style="list-style-type: none"> • expected locations would generally not be accessible to the public during construction (in the rail yards, excavation areas) • further investigations will refine the presence and extent of contaminants (if any) which will inform the development of detailed methodologies to manage specific contaminants and materials; • the EPA raised no concerns about soils and contamination; 	<p>Recommended conditions to support the proposed management and ensure consistency with government policy include:</p> <ul style="list-style-type: none"> • preparation of a Site Contamination Report before construction; • restriction on use until an EPA Accredited Site Auditor agrees to its suitability for that use, using site audits and statements which must be publicly disclosed; and • an unexpected contaminated land and asbestos finds procedure to be followed in the event that unexpected contamination is encountered. <p>No further conditions are considered necessary to manage groundwater.</p>

Issue	Findings	Recommendations
	<ul style="list-style-type: none"> the process of identifying, treating and/or managing contaminated material is well established. <p>Commentary provided by City of Sydney Council is considered to have been appropriately addressed and is supported by the recommended conditions.</p> <p><i>Groundwater</i></p> <p>Groundwater is known from two underlying aquifers between 14 and 20 metres Australian Height Datum (AHD) and 2.7 to 3 metres AHD (7 to 14 metres deeper). Based on this and the required excavations, groundwater may be encountered, and contaminants may mobilise and enter groundwater during construction and the need for dewatering will be confirmed by proposed intrusive investigations.</p> <p>Control measures for dewatering, such as monitoring and/or licensing requirements for water discharge, if required would, be included in a Dewatering Management Plan. Dewatering may be required during excavation and piling of the relocated retaining wall; however, this is expected to be temporary only during construction. The proposed measures are appropriate to identify the potential contaminants, if any, the likely need for treatment and disposal. Investigations undertaken for the Sydney Metro station box found that groundwater met the criteria for disposal as trade waste except for pH and zinc, and on-site treatment can effectively deal with these.</p>	
Social and Economic	<p>Positive social and economic outcomes are anticipated for existing and future customers at Central Station; however, adverse social outcomes may be experienced during construction. These are a temporary reduction in general amenity, impacts to rough sleepers, the closure of existing businesses, and increased noise levels affecting nearby places of worship .</p> <p>The amenity related impacts would be managed by the CEMP and relevant sub-plans that minimise and reduce impacts on the community, including impacts resulting from noise, vibration, air quality and access.</p> <p>Potential increases in retail and commercial rents and changes to the mix of businesses were raised in a number of community submissions. This may prevent the return of existing long-term retail tenants following construction. The Proponent has committed to preparing a Retail Strategy which would consider the best way to prioritise the activation of the new retail areas and would</p>	<p>The Department has recommended that a Social Impact Management Plan (SIMP) to guide the management of social impacts and will include measures to minimise construction impacts on vulnerable or marginalised groups, including rough sleepers.</p> <p>The Department has also recommended a condition requiring that the Proponent investigate and report on opportunities to include community, social and health service facilities to support vulnerable or marginalised groups (particularly rough sleepers) within the project area. This is to ensure that vulnerable and</p>

Issue	Findings	Recommendations
	<p>include consideration of different levels of rental prices to provide a diverse mix of potential uses and provide opportunities for start-up businesses. The Department supports this approach.</p> <p>Changes to the way people move through and navigate the Sydney Terminal Building may require changes to daily routines causing stress. Regular changes to movement paths during construction and at completion when hoarding is removed may confuse or disorient regular and infrequent visitors. New areas of the station will be opened to the public for the first time further disorienting visitors, in particular visitors that are from culturally and linguistically diverse communities.</p> <p>Signage and other wayfinding methods used to direct people through the Sydney Terminal Building during construction will be translated into relevant common languages to help provide directions to culturally and linguistically diverse communities. Changes to pedestrian routes during construction would be minimised where possible and would consider safety factors including sight lines and lighting, and the placement of fencing and lighting around construction equipment and materials will be carefully considered to reduce the potential impact to public safety.</p> <p>To mitigate business impacts, regular consultation with existing businesses owners within the Sydney Terminal Building and those surrounding the project area will be carried out to keep them informed of the project as it progresses and opportunities for temporary activation during construction.</p> <p>The Department is satisfied that the proposed mitigation measures and recommended conditions address the potential social and economic impacts of the project. The impacts would be temporary in most cases, with most impacts occurring as a result of construction of the project.</p>	<p>marginalised groups that use or live in and around the project area also benefit from the project through improved health, social and community facilities.</p>
Surface water and flooding	<p>Potential changes to flood conveyance may occur during excavation and demolition in Eddy Avenue Plaza which could affect overland flows.</p> <p>Existing flood behaviour in this area is described as 'shallow surface sheet flow' from Foveaux and south of Elizabeth Street combining along Eddy Avenue and eventually joins a larger overland flow path from the north at Hay Street. Localised increases are possible at the interface between Eddy Avenue and Eddy Avenue Plaza but remain within the kerb and gutter in the 1%</p>	<p>Recommended conditions include:</p> <ul style="list-style-type: none"> • Flood criteria for the 1% AEP event; and • a design requirement to take into account the capacity of council's drainage system; minimise impacts on outflows; and not worsen flooding on Eddy Avenue and Pitt Street.

Issue	Findings	Recommendations
	<p>AEP event. Change to flood velocity in this area is negligible and there is no change in flood hazard. There is no risk of flooding up to the 1% AEP event in the Sydney Yards.</p> <p>The Department is satisfied that the risk of flooding is low during construction, being confined to the area near Eddy Avenue Plaza, and that there would be no change after construction is completed as existing ground levels would be reinstated. Further, the end state would reinstate existing ground levels and not increase permeable surfaces or overland flows, therefore flooding would not change from the existing and there would be no additional load to council's stormwater systems.</p> <p>The area directly in front of the Sydney Terminal Building on Eddy Avenue has an H2 hazard classification which indicated it is unsafe for small vehicles. This area is not accessible for small vehicles as the CSELR light rail alignment is now in this location. No change is expected to this hazard rating during construction or operation. Notwithstanding, the proponent has committed to validating flood impacts during detailed design. This will also ensure the adopted methods, proposed activities, and temporary designs can meet anticipated outcomes.</p>	
Hazard and risk	<p>There are potential hazards and risks associated with construction and operation of the project due to the nature of the works and the status of the site as an active railway station.</p> <p>A major sewer main that serves the Sydney's CBD crosses the site. A failure of the water and wastewater networks would cause significant impact and disruption to the CBD and possibly the rail network.</p> <p>Ausgrid noted that utilities requirements and provision of servicing and other relevant hazards such as fire, electric and magnetic fields, had not been considered in the EIS. In response, the amended proposal retains the electricity substation in its current location at ground level of the Sydney Terminal Building due to the complexities in the utilities and servicing connections.</p> <p>The Department is satisfied that, as the substation will remain in its existing location, many of the matters identified will remain unchanged and do not require further consideration. Similarly, no adjustments to the potable water and sewerage mains are anticipated. Assets will need to be protected and some minor utilities adjustments may be necessary so continued provision of service will need to be managed.</p>	<p>In addition to standard conditions limiting noise exposure for construction works and requiring condition surveys of sub-surface structures/assets, conditions are recommended to minimise risk of damage or interruption to utilities and services, including the following requirements:</p> <ul style="list-style-type: none"> • Prior to construction, potentially affected utilities/service must be identified, aim to avoid service disruptions, and negotiate changes with service providers when necessary; • Utility work limited to only that necessary for the project.

Issue	Findings	Recommendations
	<p>This work will be co-ordinated with the relevant service providers and relevant permits obtained as required and co-ordinated with the asset owner and the proponent has committed to undertaking these in accordance with relevant industry standards.</p> <p>The improper storage, handling, use, and transport of dangerous goods and hazardous materials during construction poses risks to worker safety and could harm the surrounding community and environment through leaks or spills. Potential hazardous materials during construction include fuels, chemicals, stored in secure areas. Hazardous and special waste like asbestos, lead, and PCBs may also be encountered.</p> <p>Potential hazard and risk impacts during operation would be largely consistent with the existing health and safety risks from the station's existing operation. However, the assessment identified that realigning the light rail track overhead wiring, can create electromagnetic fields (EMF). Users of the light rail would only experience brief exposure to low-level EMF and the project adheres to Australian and international standards, ensuring minimal risk from EMF, thus not posing a significant public safety concern.</p> <p>Mitigation measures include conducting a hazard analysis and risk assessment, developing an emergency response plan, conducting utility searches, and preparing an Asbestos Management Plan. Health and safety risks would be managed through compliance with workplace regulations, adequate site security, and isolation from the public. Hazardous substances will be stored and managed in accordance with relevant laws and industry codes, and work to adjust or protect utilities will be undertaken through engagement with the relevant asset owners and using relevant permits and approvals.</p>	
Land use and property	<p>The project aligns with various policy and planning outcomes including regional, district and local plans. The proposed rezoning to establish Central Precinct as a State Significant Precinct (SSP), was under consideration at the time of this assessment and the STBR proposal acknowledges this.</p> <p>Various submissions questioned the context of the STBR in the SSP rezoning proposal. The intent of the SSP is to enable over station development (OSD) and establish a 'technology and innovation' precinct, including new land uses including commercial, retail, education, hotels,</p>	<p>The Department has recommended standard conditions, including, offering pre- and post-construction surveys to the owners of surface and sub-surface structures and other relevant assets identified at risk from vibration, and rectifying any damage that occurs as a result of the Project.</p>

Issue	Findings	Recommendations
	<p>residential, student housing and public open space. Elements of the project such as the escalators between Eddy Avenue and the Grand Concourse, and other access upgrades are cognisant of the OSD and future movements through Central Precinct. The Department notes that the SSP rezoning does not form part of this assessment and will be assessed separately. The project would not require property acquisition or significant land use changes. The entirety of the construction footprint is owned by the NSW Government, except for the footpaths along Eddy Avenue and Pitt Street which are owned and managed by City of Sydney Council. While the project involves resurfacing the path on Eddy Avenue and extending the footpath beyond the existing kerb (both Council assets), the Proponent has committed to consulting with council during design development.</p> <p>The Department is satisfied that appropriate measures have been identified, noting that the majority of impacts will occur on the Proponent's own property.</p>	
Biodiversity and Amenity Trees	<p><i>Biodiversity</i></p> <p>A determination was issued by the Planning Secretary and the Agency Head of DPE EHG (by delegate) that the project is not likely to have a significant impact on biodiversity values, and that a BDAR is not required.</p> <p>This was based on the project being located in a highly urbanised area and a general lack of habitat for flora and fauna. Nonetheless, the Proponent has committed to engaging a qualified and experienced fauna spotter/ ecologist to inspect trees prior to removal and trimming in accordance with the TfNSW <i>Fauna Management Guideline</i> and to identify vegetation with fauna habitat potential. Tree protection zones (TPZs) would be established around trees to be retained or requiring protection, or investigating alternative measures such as branch and trunk protection where TPZs are found to not be feasible.</p> <p>The Department is satisfied that appropriate measures have been identified, including engaging a qualified and experienced fauna spotter/ecologist, trimming in accordance with the TfNSW <i>Fauna Management Guideline</i>, identifying vegetation with fauna habitat potential, and establishing TPZs around trees requiring protection.</p>	<p>In addition to the Proponent's mitigation measures, a condition requiring the protection of remaining trees and consideration of options to retain trees is recommended.</p>

Issue	Findings	Recommendations
Waste management and resources	<p>Construction material waste will be generated in addition to day-to-day waste from normal operations. City of Sydney Council highlighted the importance of waste storage areas large enough to service operational waste within loading docks. A key area of concern is the development of a framework for sustainable building principles, and the use of best practice waste management.</p> <p>Best practice waste management processes are proposed during construction. Construction and demolition waste generated would be stored in designated areas in the Western Loading Dock, Western Forecourt, and existing back of house areas of the STB. Dedicated stockpile areas would be set up at work sites, where required. Waste would be regularly transferred to the Sydney Train Yard for sorting and collection for offsite disposal.</p> <p>During operation, waste collected from general station operations, retail outlets and restaurants would be stored in the western loading dock, with plans for interim storage in other areas on site.</p> <p>It is noted that ongoing construction and operation at Central station has in place well established waste management processes and similar practices would be used for this proposal. An increased level of waste generation is likely to occur once tenants begin to operate in the terminal following construction. The proponent has acknowledged that processes will need to be revised based on this ultimate mix of retailers and other tenants to reflect the waste streams. The Department is satisfied that appropriate measures have been identified, including appropriate disposal options, based on the waste management hierarchy for waste construction materials.</p>	<p>Standard waste avoidance, reuse and management conditions have been recommended.</p>
Sustainability	<p>The Proponent had committed to obtaining a Green Building Council of Australia (GBCA) Green Star Rating in the EIS. However, the Proponent advised the Department during its assessment that given the constraints that the Sydney Terminal Building poses in terms of its design, construction and heritage status, Green Star could not be achieved.</p> <p>The Proponent has committed to incorporating sustainability measures where feasible, including water and energy saving measures. The design of the project includes provision for solar panels above the Porte Cochere over the existing light rail stop.</p>	<p>The Department has recommended that the Proponent prepare a Sustainability Strategy to detail how the project will:</p> <ul style="list-style-type: none"> • minimises carbon emissions; • maximises energy efficiency and water conservation; • includes sources of renewable energy; • includes resource efficiency measures and circular economy outcomes; and

Issue	Findings	Recommendations
	<p>The Department's preference was that the Proponent obtain a GBCA Green Star Rating for the Project. Due to heritage constraints precluding a Green Star Rating being achieved, the Department has instead recommended that a Sustainability Strategy be prepared to detail measures to minimise carbon emissions, maximise energy efficiency and water conservation, identify sources of renewable energy and resource efficiency measures, and to incorporate the design responses identified in the EIS.</p>	<ul style="list-style-type: none"> incorporates the design responses listed in the EIS. <p>The Department has also recommended a condition requiring that the Proponent maintain a Sustainability Initiatives Register that tracks the implementation of initiatives/measures outlined in the strategy during design development and construction.</p>

7 Evaluation

The Department has reviewed the EIS and Submissions Report and assessed the key issues arising from the construction and operation of the project. The has included consideration of advice from State government agencies and the City of Sydney Council, strategic government policies and plans, relevant matters and objects of the EP&A Act, and the principles of ESD. The Department considers that the project is in the public interest as it would improve accessibility and customer experience throughout the station and should be approved subject to conditions.

The project is consistent with NSW Government strategic planning policies and frameworks including:

- *Future Transport Strategy* (Transport for NSW, 2022)
- *State Infrastructure Strategy 2022* (Infrastructure NSW, 2022)
- *Greater Sydney Region Plan: A Metropolis of Three Cities* (Greater Sydney Commission, 2018)
- *Eastern City District Plan* (Greater Sydney Commission, 2018)
- *Central to Eveleigh Urban Transformation Strategy* (Urban Growth NSW, 2016)
- *Camperdown-Ultimo Place Strategy* (Greater Sydney Commission, 2019)
- *Sydney 24 Hour Economy Strategy* (NSW Treasury, 2020)
- *Central Precinct Strategic Framework* (Transport for NSW, 2021).

Key project benefits include:

- new access points from street level to and between the Grand Concourse, Eddy Avenue and Plaza and the terminal building,
- reconfiguration of the northwest corner of the Sydney Terminal Building and colonnade
- footpath widening, station wayfinding, lighting, CCTV, and passenger information systems landscaping, paving, public seating and other public domain improvements
- refurbishment of the Grand Concourse and port cochere, new finishes to the Grand Concourse roof and flooring, improved natural lighting, relocation of the Grand Concourse ticketing gates, water proofing corrective works and the removal of non-heritage accretions in the Sydney Terminal Building
- realignment of the Sydney Light Rail Grand Concourse light rail including stop relocation
- a new two storey building in Eddy Avenue Plaza and refurbishment of the Central Electric Building with provision for retail spaces
- retail activation within the loading dock and provision of public access

The Key issues associated with the project are heritage; place, design and movement; and traffic and transport.

The Proponent identified environmental mitigation measures which it has committed to applying to the proposal. Based on its assessment, the Department recommends conditions of approval to reinforce these commitments and address outstanding or residual impacts.

The Department is satisfied that issues raised in submissions have been appropriately considered and responded to by the Proponent. Residual impacts can be mitigated, managed, and offset through the implementation of the Proponent's commitments, or through recommended conditions to reinforce commitments and address outstanding or residual impacts.

8 Recommendation

It is recommended that the Director, Transport Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant approval to the application
- **considers** any advice provided by the Minister having portfolio responsibility for the project
- **agrees** with the key reasons for approval listed in the notice of decision
- **grants approval** for the application in respect of SSI 45421960 as amended, subject to the conditions in the attached development consent / project approval
- **signs** the attached project approval and recommended conditions of approval (see **Appendix F**).

Recommended by:



Sam Kelly
Planning Officer
Transport and Water Assessments

Recommended by:



Lisa Mitchell
Team Leader
Transport and Water Assessments

9 Determination

The recommendation is **Adopted** / ~~Not adopted~~ by:



Glenn Snow

Director

Transport Assessments

Appendices

Appendices should follow this general layout but may be modified for specific reporting needs where necessary:

Appendix A – List of referenced documents

Future Transport Strategy (Transport for NSW, 2022)

Staying Ahead: NSW State Infrastructure Strategy 2022 (Infrastructure NSW, 2022)

Greater Sydney Region Plan: A Metropolis of Three Cities (Greater Sydney Commission, 2018)

Eastern City District Plan (Greater Sydney Commission, 2018)

Central to Eveleigh Urban Transformation Strategy (Urban Growth NSW, 2016)

Camperdown-Ultimo Place Strategy (Greater Sydney Commission, 2019)

Sydney 24 Hour Economy Strategy (NSW Treasury, 2020)

Central Precinct Strategic Framework (Transport for NSW, 2021)

Central Precinct Design Guide (Transport for NSW, 2023)

Sydney Terminal Building Revitalisation Environmental Impact Statement [the EIS] (TfNSW, February 2023)

Sydney Terminal Building Revitalisation Submissions Report [the Submissions Report] (TfNSW, August 2023)

Appendix B – Environmental Impact Statement

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

Appendix C – Submissions and Government Agency Advice

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

Appendix D – Submissions Report

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

Appendix E – Community Views for Draft Notice of Decision

The key issues raised by the community and considered in the Planning Secretary's Assessment Report and by the decision maker include Heritage; Place, Design and Movement; and Traffic and Transport.

Issue	Consideration
Heritage	Assessment
<ul style="list-style-type: none"> wider heritage context beyond the Sydney Terminal Building the sensitivity of escalator entries re-installation of original glazed elements at each end of the Porte Cochere design refinement of the north-western entry balancing heritage preservation and revitalisation rooftop accretions on the Central Electric Building colour schemes the importance of retaining and celebrating the station's history sandstone should not be covered up the need to consider "Connecting to Country" 	<ul style="list-style-type: none"> areas of high archaeological potential for Aboriginal artefacts are located outside of areas subject to excavation and can be managed with standard management procedures there will be both adverse and beneficial impacts on Environmental Heritage, including the State Heritage Registered (SHR) Sydney Terminal Building original fabric/components of the Sydney Terminal Building will be removed in some areas to provide for new entrances, escalators, lifts and stairs resulting in adverse physical heritage impacts Central Station's historic and ongoing use as a major transport interchange will be maintained and enhanced while evolving to meet planned future changes to the precinct the loss of original fabric and spatial quality would be balanced by improved legibility, sense of arrival, circulation, wayfinding and safety. the refurbished northwest entry would provide clear sight lines and would better connect it with the surrounding urban environment changes to the terminal building and associated station buildings and environments would restore historical elements that have been modified, removed or damaged while improving wayfinding and pedestrian accessibility there will be continued engagement with the State Design Review Panel, Heritage NSW and City of Sydney regarding design refinement areas of Aboriginal heritage value will be mapped, implementation of unexpected finds procedures, and opportunities for on-going engagement with Aboriginal community detailed elements such as finishes and colours will be finalised during detailed design excavation in areas of known State significant archaeology within the Central Station complex will be minimised and deep excavation avoided wherever possible
	Conditions
	<p>Conditions include:</p> <ul style="list-style-type: none"> a revised Historic Archaeological and Research Design will be prepared, and an Excavation Director appointed to guide and oversee activities in areas of archaeological potential a Heritage Interpretation Plan will be prepared to detail opportunities to incorporate heritage sharing into the design. Heritage interpretation will be installed in spaces that were previously inaccessible to the public to convey the historical function of these back-of-house areas. measures to manage, protect, remove and store heritage will be developed for the identification, recording, tagging, removal and storage of heritage items and fabric for salvage.

Issue	Consideration
	<ul style="list-style-type: none"> archival recording for the purpose of maintaining a photographic records of the Sydney terminal Building from before and after the completion of the project and to ensure that sympathetic repairs can be made where required
<p>Design, Place and Movement</p> <ul style="list-style-type: none"> justification of the new Eddy Avenue-Grand Concourse vertical connection impact of introduced elements (seating, planting) on Grand Concourse's function, scale, and movement retention of existing concourse lights Location of information desk/train display screens trade-off between retail infill and covered pathways in Eddy Avenue Plaza's eastern colonnade pedestrian crowding and modelling of movement in the Terminal building and adjoining areas southwest pedestrian access to and from suburban platforms and the Central Precinct disrupted sightlines from suburban trains from Eddy Plaza Eastern Building celebration of place - the State's main railway station large glass roof panels could cause excessive heat in the terminal like to see a more curvaceous roof on Station environmentally friendly energy sources the inclusion of public amenities risk associated with basement toilets 	<p>Assessment</p> <ul style="list-style-type: none"> the project is informed by the State Significant Precinct (SSP) and includes consideration of potential future over-station development. Key design and placemaking guidelines have informed the character and form, access and connection, amenity, comfort, safety, reflects 'Better Placed' principles and The Movement and Place Framework (TfNSW) and has been considered against built environment themes a State Design Review Panel (SDRP) was convened to ensure design is a driver for the project given the building's significance new entry/exit points, the relocation of station services and infrastructure and modifications to the northwest corner will facilitate improved movement around and through Central Station catering for future increases and changing activity patterns movement between the L1 light rail stop and the Grand Concourse will use the western portal which has sufficient capacity to support light rail demand during peak periods the design of Eddy Avenue Plaza improves visibility of the Central Electric Building from public areas and provides clear pedestrian pathways from the street to the station entrances the service access ramp and existing retail on the eastern side of plaza will be removed and replaced with a two-storey building (approximately half a floor higher than the viaduct) acting as a barrier to noise from the train viaduct, creating a quieter plaza with improved amenity to encourage users to linger a more direct and legible path for pedestrians accessing the terminal from the west will be created by removing the shop fronts from the northwest corner although this project is not likely to generate additional pedestrian demand, the improvements may redistribute some movement patterns and future changes in the precinct are likely to increase pedestrian movements at Eddy Ave/Pitt St, therefore it is considered that this issue be further investigated as part of future development <p>Conditions</p> <p>Conditions include:</p> <ul style="list-style-type: none"> continued involvement of the SDRP through detailed design and into construction preparation of a Place, Design and Landscape Plan (PDLP) and Heritage Interpretation Plan (HIP) to be reviewed by the SDRP investigation of opportunities to reduce pedestrian crowding along Eddy Avenue, Pitt Street and at their intersection in consultation with the City of Sydney; and that there be no reduction in pedestrian safety and comfort or increase in pedestrian congestion providing a net increase in the number of replacement trees and tree canopy cover, consistent with the <i>Central Precinct Design Guide</i> (TfNSW, October 2023)

Issue	Consideration
<ul style="list-style-type: none"> Eddy Plaza design including building articulation and weather protection visual impact analysis of station approaches pedestrian crowding 	
Traffic and Transport <ul style="list-style-type: none"> enhanced cycling infrastructure and connections justification for changes to light rail the capacity and operation of the reconfigured loading dock footpath alignment levels 	Assessment <ul style="list-style-type: none"> 50 bicycle parking spaces and additional signage will be provided with plans to investigate the provision of end-of-trip facilities and continue to engage with Council about planned cycleways connections near Central Station construction affecting the light rail stop is required for repair and improvements works to the porte cochere performance conditions considering the loading dock's design and safe operation to meet station servicing requirements and not impede public road operations must be included a dock management plan closer transition levels are proposed than exists between the Plaza and the footpath of Eddy Avenue, and the proposed Plaza and transitions are proposed to will meet relevant accessibility standards Council will be consulted on footpath changes, including that along the Eddy Avenue colonnade where new paving is proposed to Council standards Conditions <p>Conditions include:</p> <ul style="list-style-type: none"> performance outcomes for the design and operation of the loading dock discourage worker parking in surrounding streets require at least 50 bicycle parking spaces, with the potential inclusion of end-of-trip facilities, if feasible
Socio-economic <ul style="list-style-type: none"> Impacts to disadvantaged communities around the station prolonged construction disruptions effects on existing Eddy Avenue Plaza and station businesses viability of new retail opportunities provision of accessible facilities station's role in promoting social and cultural activities, ensuring safety after dark and the importance of curating 	Assessment <ul style="list-style-type: none"> positive social and economic outcomes are anticipated for existing and future customers at Central Station, however adverse social outcomes may be experienced during construction including a temporarily reduced general amenity, displacement of rough sleepers, existing business closure and increased noise levels at nearby places of worship amenity related impacts would be managed through measures that minimise and reduce impacts on the community, including impacts resulting from noise, vibration, air quality and access changes to movement through and navigation of the Sydney Terminal Building may require changes to daily routines signage and other wayfinding methods will be installed to direct people through the Sydney Terminal Building during construction which is translated into common languages; however, changes to pedestrian routes during construction would be minimised where possible and would consider safety factors regular consultation will occur to keep existing businesses owners in the terminal and those surrounding the project area informed of progress and opportunities for temporary activation during construction

Issue	Consideration
spaces to support nightlife activities	<ul style="list-style-type: none"> improvements to retail and commercial areas may result in rent increases which may change the mix of businesses and prevent the return of existing long-term retail tenants following construction A Retail Strategy will be prepared to consider the approach to activation of new retail areas and the mix of rents to provide a diverse mix of potential uses and provide opportunities for start-up businesses
	<p>Conditions</p> <p>Conditions include:</p> <ul style="list-style-type: none"> preparation of a Social Impact Management Plan (SIMP) to manage social impacts including measures to minimise construction impacts on vulnerable or marginalised groups investigation and reporting on opportunities to include community, social and health service facilities to support vulnerable or marginalised groups (particularly rough sleepers) within the project area
Flooding	Assessment
<ul style="list-style-type: none"> flooding of Eddy Avenue and its potential impacts on surrounding ground-floor retail 	<ul style="list-style-type: none"> potential changes to flood conveyance may occur during excavation and demolition in Eddy Avenue Plaza which may affect overland flows localised increases are possible at the interface between Eddy Avenue and Eddy Avenue Plaza but remain within the kerb and gutter in the 1% AEP event change to flood velocity is negligible and there is no change in flood hazard The end state would not increase permeable surfaces or overland flows, therefore flooding would not change from the existing and there would be no additional load to council's stormwater systems flood impacts will be validated during detailed design
	<p>Conditions</p> <p>Conditions include:</p> <ul style="list-style-type: none"> performance-based conditions around flood criteria for the 1% and AEP events a design requirement to consider the capacity of council's drainage system; minimise impacts on outflows; and not worsen flooding on Eddy Avenue and Pitt Street
Landscaping	Assessment
<ul style="list-style-type: none"> Planting types and designs The need for an Arboriculture Impact Assessment information on the green roof above the Eddy Avenue Plaza building 	<ul style="list-style-type: none"> six London Plane trees (a planted exotic) and two Tuckeroo trees (a planted native) in Eddy Avenue Plaza will be removed proposed landscaping would increase overall tree canopy cover by 55.5 square metres and include 214 square metres of understory planting using species selected from the remnant native ecologies to reflect the natural environment of the area Tree Protection Zones in accordance with AS 4970-2009 Protection of trees on development sites will be established or physical demarcation around trees will be retained
	<p>Conditions</p> <p>Conditions include:</p>

Issue	Consideration
	<ul style="list-style-type: none"> offsetting removed trees and increasing the number of trees and canopy coverage in accordance with the <i>Central Precinct Design Guide</i> (TfNSW, 2023) limiting the removal of trees to those identified in the assessment
<p>Contamination and Groundwater</p> <ul style="list-style-type: none"> further investigation of Contaminants of Potential Concern (CoPC) is required detailed Site Investigation (DSI) needed and a Remediation Action Plan (RAP) be prepared where required 	<p>Assessment</p> <ul style="list-style-type: none"> a Detailed Soil Investigation and accompanying geotechnical investigations will be prepared and a management or remedial action plan (where relevant) will be prepared and implemented, consistent with the Contaminated Lands Guidelines the Department is satisfied that the risk posed by potential contamination is low as: <ul style="list-style-type: none"> locations would generally not be accessible to the public during construction (in the rail yards, excavation areas) further investigations will refine the presence and extent of contaminants (if any) which will inform the development of detailed methodologies to manage specific contaminants and materials; the EPA raised no concerns about soils and contamination; and the process of identifying, treating and/or managing contaminated material is well established. two aquifers are present between 14 and 20 metres Australian Height Datum (AHD) and 2.7 to 3 metres AHD (7 to 14 metres deeper). groundwater may be encountered and contaminants may mobilise and enter groundwater during excavation and piling of the relocated retaining wall and the need for dewatering during construction will be confirmed control measures for dewatering, if required, would be included in a Dewatering Management Plan <p>Conditions</p> <p>Conditions include:</p> <ul style="list-style-type: none"> undertaking further investigation and preparation of a Site Contamination Report before construction restriction on use until an EPA Accredited Site Auditor agrees to its suitability for that use, using site audits and statements which must be publicly disclosed an unexpected contaminated land and asbestos finds procedure to be followed in the event that unexpected contamination is encountered
<p>Sustainability</p> <ul style="list-style-type: none"> sustainable energy be used during operations adequacy of waste storage and serving provision 	<p>Assessment</p> <ul style="list-style-type: none"> the project design includes provision for solar panels above the porte cochere a Green Star rating as proposed is not suitable for refurbishment of heritage buildings and therefore cannot be achieved The Proponent will incorporate sustainability measures where feasible, including water and energy saving measures <p>Conditions</p> <p>Conditions include:</p>

Issue	Consideration
	<ul style="list-style-type: none"> • preparation of a Sustainability Strategy to detail measures to minimise carbon emissions, maximise energy efficiency and water conservation, identify sources of renewable energy and resource efficiency measures • maintaining a Sustainability Initiatives Register to track the implementation of the strategy
Waste Management <ul style="list-style-type: none"> • adequacy of operational waste management 	Assessment <ul style="list-style-type: none"> • construction material waste will be generated in addition to day-to-day waste from normal operations • construction and demolition waste would be stored in designated areas in the Western Loading Dock, Western Forecourt and existing back of house areas • dedicated stockpile areas would be set up at work sites and waste regularly transferred to the Sydney Yards for sorting and collection for offsite disposal • best practice waste management processes are proposed during construction • during operation, waste collected from general station operations, retail outlets and restaurants would be stored in the western loading dock, with plans for interim storage in other areas on site Conditions <p>Standard waste avoidance, reuse and management conditions have been recommended</p>
Beyond the Scope of the Assessment <ul style="list-style-type: none"> • the context of the project in terms of the cumulative impacts of the SSP proposed rezoning and development • over station development impacts • greater allocation of public/affordable housing. • walking distances to the south-west of Central Station 	Assessment <ul style="list-style-type: none"> • this assessment relates to the SSI component of Sydney Terminal Building Revitalisation project including construction of spaces and buildings to allow future commercial use • fit-out and use of future commercial spaces would be subject to separate assessment and approval and does not include residential development • the State Significant Precinct (SSP) rezoning to enable additional uses to be built above the Sydney Yard is under separate assessment and does not form part of this project • future Central Precinct Revitalisation projects such as Central Walk West and potential over-station development would be subject to separate assessment Conditions <p>No conditions are required in relation to this matter.</p>

Appendix F – Recommended Instrument of Approval

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