

APPENDIX B: SEARS RESPONSE TABLE

December 2020

SEARs Requirement	Document / Reference
General Requirements	
The environmental impact statement (EIS) must be prepared in accordance with and meet the minimum requirements of clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation).	Statement of Validity (page 9) and throughout.
Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. Where relevant, the assessment of key issues below, and any other significant issues identified in the risk assessment, must include: <ul style="list-style-type: none"> adequate baseline data consideration of the potential cumulative impacts due to other developments in the vicinity (completed, underway or proposed); measures to avoid, minimise and if necessary, offset predicted impacts, including detailed contingency plans for managing any significant risks to the environment	Environmental Risk Assessment (Section 9.1). Environmental Impact Assessment (Section 8) and Mitigation Measures (Section 9).
The EIS must also be accompanied by a report from a qualified quantity surveyor providing: <ul style="list-style-type: none"> a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Regulation) of the proposal, including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate applicable GST component of the CIV; an estimate of jobs that will be created during the construction and operational phases of the proposed development; and certification that the information provided is accurate at the date of preparation. 	Quantity Surveyor Report (Appendix C).
Key Issues	
The EIS must address the following specific matters: 1. Statutory and Strategic Context The EIS shall address the statutory provisions applying to the development contained in all relevant environmental planning instruments, including: <ul style="list-style-type: none"> State Environmental Planning Policy (State & Regional Development) 2011 State Environmental Planning Policy (State Significant Precincts) 2005 	Strategic Context (Section 7.6) Strategic Context (Section 7.7)

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<ul style="list-style-type: none"> ▪ State Environmental Planning Policy (Infrastructure) 2007 ▪ State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) ▪ Draft Remediation of Land SEPP ▪ State Environmental Planning Policy No 64—Advertising and Signage (and associated guidelines) ▪ Draft State Environmental Planning Policy (Environment) ▪ Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 ▪ Sydney Local environmental Plan 2012 	<p>Environmental Impact Assessment (Section 7.8)</p> <p>Soil and Contamination Report (Appendix CC) and RAP (Appendix DD)</p> <p>Environmental Impact Assessment (Section 7.11)</p> <p>Environmental Impact Assessment (Section 7.12)</p> <p>Environmental Impact Assessment (Section 7.13)</p> <p>Environmental Impact Assessment (Section 7.14)</p>
<p><i>Permissibility</i></p> <p>Detail the nature and extent of any prohibitions that apply to the development</p>	<p>Environmental Impact Assessment (Section 7.14)</p>
<p><i>Development Standards</i></p> <p>Identify compliance with the development standards applying to the site and provide justification for any contravention of the development standards.</p>	<p>Environmental Impact Assessment (Section 7.14)</p>
<p>The EIS shall address the relevant planning provisions, goals and strategic planning objectives in the following:</p> <ul style="list-style-type: none"> ▪ Greater Sydney Region Plan and Eastern City District Plan ▪ Central Precinct and Western Gateway Sub-precinct plans and design guidelines ▪ Future Transport Strategy 2056 (and supporting plans) ▪ Better Placed – an integrated design policy for the built environment of NSW ▪ Better Placed – Design Guide for Heritage 	<p>Strategic Context Assessment (Section 6)</p> <p>Environmental Impact Assessment (Section 7.15) and Architectural and Design Report at (Appendix E)</p> <p>Traffic and Transport Impact Assessment (Appendix M)</p> <p>Architectural and Design Report at (Appendix E)</p> <p>Heritage Conservation Management Plan (Appendix J)</p>

SEARs Requirement	Document / Reference
<ul style="list-style-type: none"> Development near rail corridors and busy roads (Roads and Maritime Services) Interim Construction Noise Guidelines (DECCW, 2009) Healthy Urban Development Checklist 2009 Guide to Traffic Generating Developments Guide to Traffic Management – Part 12: Traffic Impacts of Development (AUSTROADS) Sydney Local Environmental Plan 2012 Sydney Development Control Plan 2012 NSW Planning Guidelines for Walking and Cycling Sustainable Sydney 2030 Western Gateway Sub-Precinct Design Guide 9 (Draft) City of Sydney Competitive Design Policy All relevant City of Sydney Council guidelines, manuals, strategies and action plans and reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011) . Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 · Aboriginal Heritage Management Strategy 2018-2021 . Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW 2010 Crime Prevention Through Environmental Design Principles NSW and ACT Government Regional Climate Modelling (NARClIM) OEH (2015) Urban Green Cover in NSW Technical Guidelines 	<p>Traffic and Transport Impact Assessment (Appendix M)</p> <p>Noise and Vibration Assessment (Appendix P)</p> <p>Architectural and Design Report at (Appendix E)</p> <p>Traffic and Transport Impact Assessment (Appendix M)</p> <p>Environmental Impact Assessment (Section 7) and Architectural and Design Report at (Appendix E)</p> <p>Traffic and Transport Impact Assessment (Appendix M)</p> <p>Environmental Impact Assessment (Section 6.12)</p> <p>All Reports (EIS, Architectural, Urban Design, ESD, Wind view analysis, Heritage, Transport)</p> <p>EIS and Design Excellence Report (Appendix F)</p> <p>Aboriginal Cultural Heritage Assessment (Appendix L)</p> <p>Aboriginal Cultural Heritage Assessment (Appendix L)</p> <p>Aboriginal Cultural Heritage Assessment (Appendix L)</p> <p>CPTED Assessment (Appendix X)</p> <p>ESD Report (Appendix Q)</p>

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<ul style="list-style-type: none"> Heritage Division, Office of Environment and Heritage Guidelines Archaeological Assessment (1996) . Assessing Significance for Historical Archaeological Sites and Relics (2009) . Australian Guidelines for Water Recycling: Managing Health and Environmental Risks (phase 1) 2006 	<p>Landscape and Public Domain Report (Appendix E)</p> <p>Aboriginal Cultural Heritage Assessment (Appendix L)</p> <p>Aboriginal Cultural Heritage Assessment (Appendix L)</p> <p>Civil, Stormwater and Flood Assessment (Appendix R)</p>
<p>2. Design excellence</p> <p>The EIS shall include a design excellence report prepared in consultation with the Government Architect NSW and City of Sydney Council. The design excellence report shall document how the proposal has been subject to a competitive design process undertaken in accordance with the City of Sydney Competitive Design Policy. The design excellence report shall:</p> <ul style="list-style-type: none"> include the approved Design Excellence Strategy include the endorsed Architectural Design Competition Report address how the proposal achieves the same or better design outcomes then the winning scheme outline a design integrity process to deliver design excellence in the final development. 	<p>Design Excellence Strategy (Appendix F)</p> <p>Design Competition Report (Appendix G)</p> <p>Architectural and Design Report at (Appendix E)</p> <p>Design Integrity Report (Appendix H)</p>
<p>3. Built form and urban design</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> outline the process leading to the selection of the site, including its position above the former Inwards Parcel Shed, and provide robust justification and analysis of the suitability of the site in the context of any alternative sites considered. address the height, bulk and scale of the proposed development within the context and character of the locality in particular Central Station, with specific consideration of the overall site layout, open spaces, interface with the public domain, facades, massing, setbacks, building articulation, solar access and overshadowing, visual impact and view impacts, materials, colours signage or signage envelopes. include a table identifying the proposed land uses, including a floor by floor breakdown of gross floor area (GFA), total GFA and FSR 	<p>EIS and Architectural and Design Report at (Appendix E)</p>

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<ul style="list-style-type: none"> provide an analysis of the proposed built form against the applicable development standards and controls. address Crime Prevention Through Environmental Design Principles (CPTED). 	CPTED Assessment (Appendix X)
<p>4. Integration with surrounding area</p> <p>The EIS shall demonstrate how the proposal:</p> <ul style="list-style-type: none"> responds to the vision for the Central Precinct and the Western Gateway Sub-precinct and ensures the ongoing operation and servicing of Central Station in the short, medium and long term, including any future expansion of station capacity and /or service levels. addresses the future over station connection between Henry Deane Plaza and Devonshire Street - specifically considers impacts from the ongoing operation, maintenance and potential future expansion requirements of the adjacent transport services (rail, metro, light rail) including noise, vibration, station operations (announcements, lighting) air quality and pedestrian movements on the future amenity and use of the site. will be designed and staged to integrate with and not constrain the future development of surrounding sites and the wider redevelopment of the Central Precinct and the Western Gateway Sub-precinct, having regard to amenity impacts, wind impacts, visual and view impacts, servicing and loading arrangements, pedestrian connectivity and activation of public spaces. 	Architectural and Design Report at (Appendix E)
<p>5. Public domain</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> identify how ground level uses are configured to provide safe and active street frontages and provide visual interest to the public domain. identify proposed improvements to the public domain, including clear definition of any private, semi private or public open space, pedestrian movement patterns, street trees and associated landscaping, street furniture, lighting and linkages to other public domain spaces. address how the public domain contributes to the objective of the central and Western gateway Sub-precinct, responds to existing and planned future public spaces and supports pedestrian movements in, around and through the site. 	Architectural and Design Report at (Appendix E)
<p>6. Environmental Amenity</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> include a visual impact assessment, including photomontages comparing the current site context, future development context, and 	

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<p>site in the context of the future development of the wider precinct, showing views from key locations, vistas and view corridors from the public domain</p> <ul style="list-style-type: none"> include an analysis and assessment of potential view loss impacts to surrounding residential buildings · address solar access and overshadowing impacts on surrounding (and known future) public spaces, public domain areas, including streets and any affected residential developments, having specific regard to the solar access protections to Prince Alfred Park in the SLEP include a wind impact assessment, including wind tunnel testing, to demonstrate that the wind environment in the public domain and all other accessible outdoor spaces will be comfortable for its intended use include a noise and vibration assessment prepared in accordance with the relevant EPA guidelines, detailing operational noise impacts on nearby noise sensitive receivers and outline proposed noise and vibration mitigation and monitoring procedures address potential air quality and odour impacts during construction and operation of the development and identify appropriate mitigation measures · include a reflectivity analysis identifying potential adverse glare conditions affecting, motorists, pedestrians and occupants of neighbouring buildings. 	<p>Architectural and Design Report at (Appendix E)</p> <p>Visual Impact Assessment (Appendix S)</p> <p>Solar Access and Overshadowing Study (Appendix E)</p> <p>Wind Impact Assessment (Appendix T)</p> <p>Noise and Vibration Assessment (Appendix P)</p> <p>Air Quality and Odour Assessment (Appendix U)</p> <p>Reflectivity Analysis (Appendix V).</p>
<p>7. Ecologically Sustainable Development (ESD)</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> identify how ESD principles (as defined in Clause 7(4) of Schedule 2 of the Regulation) will be incorporated in the design, construction and ongoing operation phases of the development, and include innovative and best practice proposals for environmental building performance include a framework for how the proposal will be designed to consider and reflect international best practice sustainable building principles to improve environmental performance and reduce ecological impact. This should be based on a materiality assessment and include waste reduction design measures, future proofing, use of sustainable and low-carbon materials, energy and water efficient design and technology (including water sensitive urban design) and use of renewable energy investigate the use of third party ESD certification to achieve targets demonstrate how the climate change projections for the Sydney Metropolitan Area have been used to inform the building design and asset life of the project 	<p>ESD Report (Appendix Q) and Architectural and Design Report at (Appendix E)</p>
<p>8. Social Impacts</p>	

SEARs Requirement	Document / Reference
<p>The EIS shall include a social impact assessment, which:</p> <ul style="list-style-type: none"> identifies any social impacts and any concerns or aspirations people may have about how the proposal might affect their surroundings, way of life, health and wellbeing, or their access to and use of infrastructure, services, and facilities considers social impacts (positive and negative) from the points of view of community stakeholders and how they expect to experience the proposal (i.e. using primary research and outcomes of engagement) investigates the extent to which any group in the community may disproportionately benefit or experience negative impacts. 	<p>Social Impact Assessment (Appendix W)</p>
<p>9. Public Benefits and Contributions</p> <p>The EIS shall provide confirmation of the public benefit to be derived from the proposal including any public art, Contributions Plan and details of any Voluntary Planning Agreement.</p>	<p>Refer Section 4.14 of the EIS</p>
<p>10. Biodiversity</p> <p>The EIS shall include an assessment of the proposal's biodiversity impacts in accordance with section 7.9 of the <i>Biodiversity Conservation Act 2016</i>, including the preparation of a Biodiversity Development Assessment Report where required under the Act except where a waiver for preparation of a BDAR has been granted.</p>	<p>Biodiversity Assessment Report Waiver (Appendix Y)</p>
<p>11. Heritage and Archaeology</p> <p>The EIS shall include:</p> <ul style="list-style-type: none"> a Heritage Conservation Management Plan (CMP) that includes any heritage items on the site, paying particular attention to the Former Inwards Parcel Shed and the Adina hotel as part of the State heritage listed Central Railway Station and associated buildings. a Statement of Heritage Impact (SOHI), prepared by a suitably qualified heritage consultant in accordance with the guidelines in the NSW Heritage Manual. The SOHI is to address the impacts of the proposal on the heritage significance of the site and adjacent areas, and is to: <ul style="list-style-type: none"> identify all heritage items (state and local and potential) and conservation areas within and near the site, including built heritage, landscapes and archaeology, include detailed mapping of these items and an assessment of why the items and site(s) are of heritage significance. assess the impacts of the proposal on the heritage significance of these items and conservation areas, including visual impacts, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, setting and curtilage (as relevant). 	<p>Conservation Management Plan (Appendix J)</p> <p>Statement of Heritage Impact (Appendix I).</p>

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<ul style="list-style-type: none"> – address compliance with any relevant Conservation Management Plan, particularly the Central Railway Station CMP addressing any proposed adaptive reuse and measures to minimise impacts on the building. – demonstrate attempts to avoid and/or mitigate the impact on the heritage significance or cultural heritage values of the site and the surrounding heritage items heritage conservation areas and provide an evaluation of the effectiveness of the proposed mitigation measures. – include a visual analysis, including before and after perspectives, of the proposal from relevant views to provide a better understanding of the intended built form. The visual analysis should also consider how the proposal would sit within the wider visual setting of the Central Railway Workshops site, relate to heritage items within the vicinity, and the adjacent heritage conservation areas. – demonstrate engagement with appropriate local stakeholders. ▪ If the SOHI identifies a potential impact on archaeology, an historical archaeological assessment should be prepared by a suitably qualified historical archaeologist in accordance with the Heritage Council of NSW Guidelines 'Assessing Significance for Historical Archaeological Sites and 'Relics' 2009 and 'Archaeological Assessments' 1996. This assessment should identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal on this potential resource. Test excavation may be appropriate to inform the EIS particularly where sites of State significance are anticipated. Where harm is likely to occur, the significance of the relics must be considered in determining an appropriate mitigation strategy. In the event that harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations. 	
<p>12. Aboriginal cultural heritage</p> <p>The EIS shall: .</p> <ul style="list-style-type: none"> ▪ identify and describe Aboriginal cultural heritage values that exist across the whole area that will be affected by the development and document these in an Aboriginal Cultural Heritage Assessment Report (ACHAR). . ▪ ensure consultation has taken place with Aboriginal people and is documented in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW) . ▪ assess impacts on Aboriginal cultural heritage values and document them in the ACHAR. This must demonstrate attempts to avoid impacts, identify any conservation outcomes and measures to mitigate impacts. 	<p>Aboriginal Cultural Heritage Assessment Report (Appendix L)</p>

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<p>13. Transport, traffic, parking and access (construction and operation)</p> <p>The EIS shall include a Traffic and Transport Impact Assessment that includes the following: -</p> <ul style="list-style-type: none"> ▪ accurate details of the current and likely estimated future daily and peak hour vehicle, public transport network, point to point transport, taxis, pedestrian and bicycle movements to/ from the site - ▪ traffic modelling and analysis of the future daily and peak hour vehicle, public transport, point to point transport, coach, pedestrian and bicycle movements likely to be generated by the proposed development and assessment of the impacts on the local road network, including key intersection capacity and any potential need for upgrading or road works (if required) - ▪ an assessment of the operation of existing and future transport networks including rail, bus, Sydney Light Rail, Sydney Metro, pedestrian and bicycle networks and point-to-point transport and coach facilities and their ability to accommodate the forecast number of trips to and from the development - ▪ details of existing and proposed vehicular access arrangements, parking and servicing and an assessment of any potential impacts, such as potential pedestrian, cyclist and bus conflict, considering various design and staging options and impacts for the development of the Site on its own and as part of the Central and Western Gateway Sub-precincts and Central Precinct. ▪ details of the proposed vehicle, motorcycle, taxi, bus and coach parking, including compliance with parking requirements and justification for the level of parking on the site - ▪ details of the provision and access to bicycle parking facilities (and end of trip facilities) in secure, convenient, accessible areas close to main entrances incorporating lighting and passive surveillance - ▪ details of emergency vehicle access arrangements - ▪ details of any road and pedestrian upgrades or safety measures required in the vicinity of the proposed development - ▪ initiatives and strategies to encourage employees, guests and visitors to make sustainable travel choices, such as walking, cycling and public transport that support the achievement of State Plan targets - ▪ details of loading dock size and accessibility, including: <ul style="list-style-type: none"> – modelling of forecast freight and service vehicle movements, including daily and peak hour volumes – proposed management strategies – demonstrating that the dock can accommodate all forecast freight and servicing vehicle movements so that these 	<p>Traffic and Transport Impact Assessment (Appendix M)</p>

SEARs Requirement	Document / Reference
<p>movements do not create localised congestion or detract from the amenity of the surrounding environment.</p> <ul style="list-style-type: none"> ▪ include a draft Construction Pedestrian and Traffic Management Plan addressing: <ul style="list-style-type: none"> – cumulative impacts associated with other construction activities in the area, including any work to Central Station and the Sydney Metro City and Southwest to peak hour and daily construction and servicing vehicle movements and access arrangements and cumulative impact from surrounding development sites, on the local road network, public transport services and parking – construction vehicle routes, hours of operation, works zone location, haulage routes, construction program, access arrangements at all stages of construction and traffic control measures for all works – road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity – access arrangements for workers to/from the site, emergency vehicles and service vehicle movements – temporary cycling and pedestrian access during construction or likely construction traffic impacts including road / lane closures and diversions, impacts on bus and 'point to point' transport, pedestrian and cycle movement and taking into account other construction activities – details of proposed mitigation measures should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified 	<p>Draft Construction Pedestrian and Traffic Management Plan (Appendix N)</p>
<p>14. Construction</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> ▪ address potential impacts of the construction on surrounding areas including the adjoining rail corridor and the public realm with respect to noise and vibration, air quality and odour impacts, dust and particle emissions, water quality, storm water runoff, groundwater seepage, soil pollution and construction waste ▪ demonstrate how compliance with applicable Asset Standards Authority (ASA) guidelines/standards will be achieved ▪ provide details of annual volume of materials to be extracted, processed or stored onsite during construction and how the extracted material will be disposed of or reused. 	<p>Draft Construction Management Plan (Appendix Z)</p>
<p>15. Flooding, drainage and stormwater</p> <p>The EIS shall include:</p>	

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<ul style="list-style-type: none"> ▪ an assessment of the stormwater, drainage and flooding issues associated with the site, including: <ul style="list-style-type: none"> – stormwater and drainage infrastructure, including a stormwater management plan and MUSIC link report demonstrating compliance with Council’s MUSIC link model. – assessment of any flood risk in accordance with the guideline contained in the NSW Floodplain Development Manual 2005, including potential effects of climate change, sea level rise and an increase in rainfall intensity – the potential impact of the development on groundwater levels, flow paths and quality. ▪ an integrated water management strategy that considers water wastewater and stormwater. The strategy must include alternative water supply, proposed end uses of potable and non-potable water, outline opportunities for the use of integrated water cycle management practice and principles and demonstrate water sensitive urban design and any other water conservation measures ▪ justification for the proposed drained basement, including a comprehensive groundwater assessment incorporating pre-construction (baseline) conditions, predicted impacts and proposed mitigation and reporting commitments, during construction and occupation phases ▪ confirm licensing arrangements for potential take from the drained basement during construction and during occupation with the Natural Resources Access Regulator (NRAR). 	<p>Civil, Stormwater, and Flood Assessment (Appendix R)</p> <p>Also refer to Appendix L of Geotechnical Investigation at Appendix EE.</p>
<p>16. Servicing and Waste</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> ▪ identify, quantify and classify the likely waste streams to be generated during construction and operation of the development and describe the measures to be implemented to minimise, manage, reuse, recycle and safely dispose of this waste with reference to relevant policies and guidelines ▪ identify appropriate servicing arrangements (including but not limited to, waste management, loading zones and mechanical plant) for the site. 	<p>Civil, Stormwater, and Flood Assessment (Appendix R)</p>
<p>17. Utilities</p> <p>The EIS Shall:</p> <ul style="list-style-type: none"> ▪ address the existing capacity and future requirements of the development for the provision of utilities, including staging of infrastructure in consultation with relevant agencies ▪ detail impacts to any existing infrastructure assets of utility stakeholders form demolition/construction and any augmentation of 	<p>Building Services Utilities Report (Appendix BB).</p>

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infrastructure that may be required to accommodate the proposed development.	
<p>18. Contamination and remediation</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> demonstrate compliance with the requirements of SEPP 55 and if remediation works are required include a Remedial Action Plan. identify geotechnical issues (including Acid Sulphate Soils) associated with the construction of the development. A Preliminary Site Investigation Study if needed, and/or further information as required by SEPP55 including an Acid Sulphate Soils Management Plan 	Site Investigation Report (Appendix CC) and RAP (Appendix DD)
<p>19. Infrastructure</p> <p>The EIS shall identify the construction and operational impacts on existing and future infrastructure (CBD Rail Link and CBD Metro) and appropriate mitigation measures.</p>	Transport Infrastructure Impact Assessment (Appendix M)
<p>20. Staging</p> <p>The EIS shall provide details regarding the staging of the proposed development (if proposed).</p>	Staging Strategy (Refer Section 4.12 of EIS)
<p>Plans and Documents</p> <p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i>. These are to be provided as part of the EIS (as appendices) rather than as separate documents.</p> <p>In addition, the EIS must include the following:</p>	
<ul style="list-style-type: none"> architectural drawings (to a useable scale at A3): <ul style="list-style-type: none"> showing key dimensions, RLs, scale bar and north point existing and proposed plans, sections and elevations illustrated materials schedule and photomontages public domain plan showing proposed extent of any improvements 	Architectural and Design Report at (Appendix E)
<ul style="list-style-type: none"> physical and 3D digital model (in accordance with City of Council requirements) 	Physical Model and 3D Model provided separately. Refer to Appendix II for 3D model certification.
<ul style="list-style-type: none"> site title diagrams and survey plan, showing existing levels, location and heights of existing and adjacent structures/ buildings and the relationship to Sydney Trains easements and rail corridor land 	Title Diagrams and Survey Plans (Appendix D)

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<ul style="list-style-type: none"> locality/context plan, including significant local features, such as heritage items 	Architectural Drawings (Appendix E)
<ul style="list-style-type: none"> site analysis plan 	Architectural Drawings (Appendix E)
<ul style="list-style-type: none"> schedule of proposed land uses, including a floor by floor breakdown of gross floor area (GFA), total GFA and FSR 	Architectural Drawings (Appendix E)
<ul style="list-style-type: none"> architectural and urban design statement 	Architectural Drawings (Appendix E) and Architectural and Urban Architectural and Design Report at (Appendix E)
<ul style="list-style-type: none"> design excellence strategy, including the endorsed competition brief, jury conclusions report and design integrity process 	Design Excellence Strategy (Appendix F)
<ul style="list-style-type: none"> CPTED assessment 	CPTED Assessment (Appendix X)
<ul style="list-style-type: none"> visual impact assessment and view impact assessment, including verified views and photomontages 	Visual Impact Assessment (Appendix S)
<ul style="list-style-type: none"> solar access analysis report and diagrams 	Solar Access and Overshadowing Study (Appendix E)
<ul style="list-style-type: none"> wind impact assessment (including a wind tunnel study) 	Wind Impact Assessment (Appendix T)
<ul style="list-style-type: none"> noise and vibration assessment and management plans 	Noise and Vibration Assessment (Appendix P)
<ul style="list-style-type: none"> reflectivity analysis 	Reflectivity Analysis (Appendix V).
<ul style="list-style-type: none"> heritage conservation management plan 	Heritage Conservation Management Plan (Appendix J)
<ul style="list-style-type: none"> statement of heritage impact 	Statement of Heritage Impact (Appendix I)
<ul style="list-style-type: none"> historical archaeological assessment 	Historical Archaeological Assessment (Appendix K)
<ul style="list-style-type: none"> Aboriginal cultural heritage assessment 	Aboriginal Cultural Heritage Assessment (Appendix L)
<ul style="list-style-type: none"> traffic and transport impact assessment 	Traffic and Transport Impact Assessment (Appendix M)

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▪ a draft construction pedestrian and traffic management plan	Draft Construction Pedestrian and Traffic Management Plan (Appendix N)
▪ ESD statement (incorporating a sustainability framework)	ESD Statement (Appendix Q)
▪ draft construction management plan	Draft Construction Management Plan (Appendix Z)
▪ geotechnical and structural report and drawings in accordance with Sydney Trains requirements	Geotechnical and Structural Report (Appendix EE)
▪ construction methodology with details pertaining to structural support during excavation	Geotechnical and Structural Report (Appendix EE)
▪ cross section drawings showing the rail corridor, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the rail corridor	Geotechnical and Structural Report (Appendix EE)
▪ air quality and odour impact assessment	Air Quality and Odour Impact Assessment (Appendix U)
▪ draft loading dock management plan	Traffic and Transport Impact Assessment (Appendix M)
▪ waste management plan	Waste Management Plan (Appendix AA).
▪ assessment of the stormwater, drainage, flooding and wastewater impacts	Civil, Stormwater, and Flood Assessment (Appendix R)
▪ biodiversity assessment (or waiver)	Biodiversity Assessment Report Waiver (Appendix Y)
▪ soil and contamination report, and remedial action plan	Site Investigation Report (Appendix CC) and RAP (Appendix DD)
▪ access / DDA impact statement	DDA Assessment (Appendix FF)
▪ signage details	Architectural and Design Report at (Appendix E)

SEARs Requirement	Document / Reference
<ul style="list-style-type: none"> ▪ pre-submission consultation report 	Consultation Report (Appendix GG)
<p>Consultation</p> <p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with:</p> <ul style="list-style-type: none"> ▪ The City of Sydney Council ▪ NSW Government Architect's Office ▪ Transport for NSW (TfNSW) (including Sydney Coordination Office) ▪ Sydney Trains ▪ Sydney Metro ▪ Environment, Energy and Science Group of the Department of Planning, Industry and Environment ▪ Heritage NSW ▪ Environment Protection Authority ▪ Sydney Water ▪ Ausgrid ▪ Local community and Aboriginal groups. <p>The EIS must describe the consultation process and the issues raised and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	Consultation Report (Appendix GG)