

Secretary's Environmental Assessment Requirements

Application Number	SSI-45421960
Proposal	Sydney Terminal Building Revitalisation
Location	Central Station, Haymarket
Proponent	Transport for NSW
Date of Issue	17 October 2022
Date of Expiration	17 October 2024

1. General SEARs

Desired Outcome	Requirement	Current Guidelines ¹
<p>1. Environmental Impact Assessment Process</p> <p>The process for assessment of the proposal is transparent, balanced, well focussed and legal.</p>	<ol style="list-style-type: none"> 1. The Environmental Impact Statement must be prepared in accordance with Part 8 of the Environmental Planning and Assessment Regulation 2021 (the Regulation). 2. It is the Proponent's responsibility to determine whether the project needs to be referred to the Commonwealth Department of Agriculture, Water and the Environment (DAWE) for an approval under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). If DAWE has determined that an approval is required under the EPBC Act, supplementary environmental assessment requirements may need to be issued to ensure a streamlined assessment under an Accredited Assessment can be achieved. 3. Where the project requires approval under the EPBC Act and is being assessed under the Bilateral Agreement (pursuant to Amending Agreement No. 1)) the EIS must address: <ol style="list-style-type: none"> (a) Consideration of any Protected Matters that may be impacted by the development where the Commonwealth minister has determined that the proposal is a Controlled Action. (b) Identification and assessment of those Protected Matters that are likely to be significantly impacted. (c) Details of how significant impacts to Protected Matters have been avoided, mitigated and, if necessary, offset. (d) Consideration of, and reference to, any relevant conservation advice, recovery plans and threat abatement plans. 4. The onus is on the Proponent to ensure legislative requirements relevant to the project are met. 	<p>State significant infrastructure guidelines – preparing an environmental impact statement, Appendix B to the State significant infrastructure guidelines (DPIE, 2021)</p>
<p>2. Environmental Impact Statement</p> <p>The project is described in sufficient detail to enable clear understanding that the project has been developed through an</p>	<ol style="list-style-type: none"> 1. The EIS must include, but not necessarily be limited to, the following: <ol style="list-style-type: none"> (a) a summary of the project as a whole that has regards to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; (b) an introduction 	<p>State significant infrastructure guidelines – preparing an environmental impact statement, Appendix B to the State significant</p>

¹ Guidelines listed are the current list of guidelines that may be applicable to a CSSI project. It is the Proponents responsibility to identify, and justify, which guidelines have been applied to a specific project.

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iterative process of impact identification and assessment and project refinement to avoid, minimise or offset impacts so that the project, on balance, has the least adverse environmental, social and economic impact, including its cumulative impacts.	<p>(c) the strategic and project context including but not limited to –</p> <ul style="list-style-type: none"> – relevant Government strategies, policies or plans which provide strategic support for the project, – regional and local land use planning context, – key features of the project area including land uses, land ownership, important features in the natural and built environment, – an analysis of any feasible alternatives to the project and options within the project, and – the project’s relationship with Central Precinct Strategic Framework and areas of overlap with the Central Precinct SSP Study; <p>(d) a project description, including but not limited to -</p> <ul style="list-style-type: none"> – project area, – physical layout and design, including an overview of the project in a table that captures the main elements of the project and all construction and operational mitigation measures, – uses and activities, including a description of any related development or infrastructure that is required for the project or may be developed as a result of the project, but would be subject to a separate approval process; and – timing and sequencing, including details on staging and the relationship between project stages and Central SSP stages (if relevant); <p>(e) the statutory context of the project;</p> <p>(f) the community and agency engagement undertaken and to be undertaken for the project;</p> <p>(g) the project justification and evaluation having regard to -</p> <ul style="list-style-type: none"> – the design of the project and what action has been taken to avoid or minimise the impacts of the project (e.g. objectives of the project, alternatives considered, project area, physical layout and design, uses and activities, timing, proposed mitigation measures), – the consistency of the project with the strategic context, – consistency with the vision for the Central Precinct outlined in the <i>Central SSP Study</i> (Transport for NSW, 2022), – compliance with relevant statutory requirements, – community views about the project and how they have been addressed in the design of the project or the assessment of the impacts of the project, – the scale and nature of the economic, social and environmental impacts of the project, including any cumulative impacts, and 	<p>infrastructure guidelines (DPIE, 2021)</p> <p>Undertaking Engagement Guidelines for State Significant Projects (DPIE, 2021)</p>

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	<ul style="list-style-type: none"> any key uncertainties associated with the impact assessment and actions proposed to address these. 	
<p>3. Detailed Assessment and mitigation of key impacts</p> <p>Impacts are assessed objectively and thoroughly to provide confidence that the project will be constructed and operated within acceptable levels of impact or with appropriate offsets.</p> <p>Key impact issues are nominated by the Proponent in the SSI project application and by the Department in the SEARs. Key issues need to be reviewed throughout the preparation of the EIS to ensure any new key issues that emerge are captured. The key issues identified in this document are not exhaustive but are key issues common to most SSI projects.</p>	<ol style="list-style-type: none"> The level of assessment of likely impacts must be proportionate to the significance of, or degree of impact on, the issue, within the context of the proposal location and the surrounding environment. The level of assessment must be commensurate to the degree of impact and sufficient to ensure that the Department and other government agencies are able to understand and assess impacts. For each key issue, the EIS must include a summary of the results of the assessment of the potential impacts of the project undertaken in detailed studies, including: <ol style="list-style-type: none"> a summary of the condition of the existing environment; a summary of the key findings of the detailed technical studies in the appendices of the EIS, using suitable cross-referencing to reduce repetition between the two parts of the EIS; description of the scale and nature of the predicted impacts, including any cumulative impacts, and whether these impacts will comply with the relevant statutory requirements, standards or performance measures; demonstrated ability to avoid, mitigate or offset the impacts of the project having regards to - <ul style="list-style-type: none"> mitigation measures incorporated into the design of the project (e.g. changes to the project area, project layout and design, key uses and activities carried out on site, timing), other mitigation measures that will be implemented, and any negotiated agreements or offsets proposed to address residual impacts of the project following mitigation; detailed reasons justifying any predicted exceedances of relevant standards or performance measures; identification of key uncertainties associated with the assessment and what action will be taken to address these uncertainties; and highlight any key linkages between the assessment of different matters or likely cumulative impacts of the project. Where relevant, the assessment of each issue must consider the objectives, principles, recommendations, and mitigation measures in the State Significant Precinct Study - Central State Significant Precinct (including attachments). 	<p>State significant infrastructure guidelines – preparing an environmental impact statement, Appendix B to the State significant infrastructure guidelines (DPIE, 2021)</p> <p>Cumulative Impact Assessment Guidelines for State Significant Projects (DPIE, 2021)</p> <p>State Significant Precinct Study - Central State Significant Precinct (Central SSP Study) (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Program Connecting with Country Framework (Transport for NSW, 2022)</p>

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4. Key Appendices	<p>1. The EIS must include the following appendices:</p> <ul style="list-style-type: none"> (a) a SEARs table, identifying the sections and subsections where the SEARs have been addressed in the EIS and in the specialist assessment reports; (b) a statutory compliance table, identifying where the relevant statutory requirements have been addressed in the EIS; (c) a community engagement table, identifying where the issues raised by the community during engagement have been addressed in the EIS; (d) a table of the proposed mitigation measures for the project (excluding any mitigation measures that are built into the physical layout and design of the project and captured in the project description); and (e) any supporting information, including any detailed technical reports prepared by specialists. 	

2. Key Issue SEARs

Key Issue and Desired Performance Outcome	Requirement (specific assessment requirements in addition to the general requirement above)	Current Guidelines
<p>1. Design, Place and Movement</p> <p>The project is well-designed and enhances the environment where it is located, including improved accessibility and connectivity for communities and public spaces.</p> <p>The project helps to support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people.</p> <p>The project contributes to greener places through the enhancement and provision of green infrastructure.</p>	<ol style="list-style-type: none"> A design led process that is informed, collaborative and iterative, which: <ol style="list-style-type: none"> utilises good design processes including review by the State Design Review Panel (SDRP); utilises design experts and multidisciplinary teams; is designed with, and is connected with Country, and has been informed by the Central Precinct Renewal Connecting with Country Framework (TfNSW 2022); demonstrates how design integrity will be maintained in subsequent stages of the assessment process; and involves the community, user groups and other stakeholders. Identify place principles that are reflective of the design objectives in Better Placed, including a focus on: <ol style="list-style-type: none"> fit – contextually, culturally, local and of its place; performance – sustainable, adaptable and durable; community – inclusive, welcoming, connected, accessible and diverse; people – safe, comfortable and liveable and healthy (such as crime prevention through environmental design); working- functional, efficient and fit for purpose; value – creating and adding value; and look and feel – engaging, inviting and attractive. Include and illustrate place designs, outcomes and actions for the project that protect and facilitate improvements to the built environment and place, including in relation to: 	<p>Better Placed – An integrated design policy for built environment of New South Wales (Government Architect NSW, 2017)</p> <p>Designing with Country (Government Architect NSW, 2020)</p> <p>Connecting with Country (Government Architect NSW, 2020)</p> <p>Aligning Movement and Place – Outline for understanding places in relation to movement infrastructure (Government Architect of NSW, 2019)</p> <p>Practitioner's Guide to Movement and Place (NSW Government 2020)</p> <p>Creating Walkable Neighbourhoods (Active Living NSW, 2018)</p> <p>Sydney Green Grid – Spatial Framework and Project Opportunities (Tyrrell Studio and Office of the Government Architect 2017)</p> <p>Greener Places – Establishing an urban Green Infrastructure policy for New South Wales (NSW Government, 2020)</p> <p>Movement and Place Framework relevant guidance including the ‘Walking Space Guide: Towards Pedestrian</p>

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	<ul style="list-style-type: none"> (a) built form (key project elements including how the project responds to the context, site characteristics, character of the locality, and amenity impacts on the surrounding environment); (b) access and connectivity for people walking, cycling and using public transport; (c) public space (including public open space, and how that space has been maximised and protected, access to and the quality of the space, and how CPTED principles have been considered); and (d) views and vistas (including an assessment of internal and external visual impacts; and visual representations of the project from key locations to illustrate the project where visual impacts are high or greater). <p>This should address maintenance of infrastructure, place, landscaping and residual land.</p> <p>4. Demonstrate how the place designs, outcomes and actions have::</p> <ul style="list-style-type: none"> (a) been informed by site and context analysis; (b) been informed by, where relevant, the State Significant Precinct Study - Central State Significant Precinct (TfNSW 2022) and attachments; and (c) considered the recommendations of the State Design Review Panel (SDRP). <p>5. Identify Movement (accessibility and connectivity) principles, outcomes and actions for the project that facilitate improvements to movement, including in relation to:</p> <ul style="list-style-type: none"> (a) how the project considers the relationship between movement and place, including connectivity and circulation; and 	<p>Comfort and Safety' and the 'Cycleway Design Toolbox: Designing for Cycling and Micromobility'.</p> <p>Beyond the Pavement (Transport for NSW, 2020)</p> <p>Central Precinct Place Strategy (Transport for NSW, 2022)</p> <p>Central Precinct Urban Design Framework (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Program Public Domain Strategy (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Program Public Art Strategy (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Program Connecting with Country Framework (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Program Safety and Security Strategy (Transport for NSW, 2022)</p> <p>Design Guide – Central SSP (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Program Green Infrastructure Strategy (Transport for NSW, 2022)</p>

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	<p>(b) how any walking, cycling or public transport provided by the project integrates with wider active and public transport networks, access to and potential modal conflicts within public space.</p> <p>6. The EIS must demonstrate changes to:</p> <p>(a) access to public space;</p> <p>(b) access to community facilities or areas providing services to the community, such as local centres; and</p> <p>(c) active and public transport.</p> <p>7. Identify green infrastructure design principles that are reflective of the principles in Greener Placed and The Sydney Green Grid.</p> <p>8. Include and illustrate green infrastructure designs, actions and outcomes for the project including in relation to:</p> <p>(a) green infrastructure, including enhancement of open space that supports recreation, biodiversity and waterway health; and</p> <p>(b) how the project will achieve a net increase in tree numbers and canopy within proximity of the impacted area. (This relates to the number of trees to be cleared by the project (a tree is defined by Australian Standard 4970) that will not be covered by a biodiversity offset strategy).</p>	
<p>2. Economic</p> <p>The project minimises impacts to property and business and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and</p>	<p>1. Economic impacts on potentially affected properties, businesses, and utilities, including property acquisitions/adjustments, access (including loading, servicing, drop-off and pick-up), on-street parking, amenity and relevant statutory rights.</p>	<p>Central Precinct Renewal Program Economic Productivity and Job Creation Study (Transport for NSW, 2022)</p>

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minimisation of displacement of existing land use activities, dwellings and infrastructure.		
<p>3. Heritage</p> <p>The design, construction and operation of the project facilitates, to the greatest extent possible, the long term protection, conservation and management of the heritage significance of items of environmental heritage and Aboriginal objects and places.</p> <p>The design, construction and operation of the project avoids or minimises impacts, to the greatest extent possible, on the heritage significance of environmental heritage and Aboriginal objects and places.</p>	<ol style="list-style-type: none"> Direct and/or indirect impacts to the heritage significance of: <ol style="list-style-type: none"> Aboriginal places, objects and cultural heritage values, as defined under the <i>National Parks and Wildlife Act 1974</i> and in accordance with the principles and methods of assessment identified in the current guidelines; Aboriginal places of heritage significance, as defined in the Standard Instrument – Principal Local Environmental Plan; environmental heritage, as defined under the <i>Heritage Act 1977</i>; items listed on the State, National and World Heritage lists; and heritage items and conservation areas identified in environmental planning instruments applicable to the project area. Where impacts to State or locally significant heritage items are identified, the assessment must: <ol style="list-style-type: none"> include a significance assessment, a statement of heritage impact for all heritage items and a historical archaeological assessment; assess the consistency of the project against conservation policies of any relevant conservation management plan; consider relevant heritage studies prepared for the Central SSP; consider impacts to the item of significance caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment, drainage infrastructure, contamination remediation and site compounds (as relevant); 	<p>Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (OEH, 2011)</p> <p>Aboriginal Cultural Heritage Consultation requirements for proponents (DECCW, 2010)</p> <p>Code of practice for archaeological investigation of Aboriginal objects in NSW (DECCW, 2010)</p> <p>NSW Skeletal Remains: Guidelines for Management of Human Remains (Heritage Office, 1998)</p> <p>Aboriginal site recording form</p> <p>Aboriginal site impact recording form</p> <p>Aboriginal Heritage Information Management System site registration form</p> <p>Care agreement application form</p> <p>Criteria for assessing Excavation Directors (NSW Heritage Council, 2019)</p> <p>NSW Heritage Manual (Heritage Office and Department of Urban Affairs and Planning, 1994)</p> <p>Assessing Heritage Significance (NSW Heritage Office, 2001)</p> <p>The Australia ICOMOS Burra Charter 2013</p>

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	<ul style="list-style-type: none"> (e) outline measures to avoid and minimise those impacts during construction and operation in accordance with the current guidelines; and (f) be undertaken by a suitably qualified heritage consultant(s) and/or historical archaeologist (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria). <p>3. Where archaeological investigations of Aboriginal objects are proposed these must be conducted by a suitably qualified archaeologist, in accordance with section 1.6 of the <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW</i> (DECCW 2010).</p> <p>4. Where impacts to Aboriginal objects and/or places are proposed, the assessment must:</p> <ul style="list-style-type: none"> (a) demonstrate that the cultural heritage values of Aboriginal people who have a cultural association with the site has been considered and informed by the Central SSP Study; and (b) be undertaken in consultation with Aboriginal people in accordance with the current guidelines 	<p>Assessing Significance for Historical Archaeological Sites and 'Relics' (Heritage Branch, Department of Planning, 2009)</p> <p>Archaeological Assessment (Heritage Office and Department of Urban Affairs and Planning, 1996)</p> <p>The Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW (Department of Environment, Climate Change and Water, 2010)</p> <p><u>Designing with Country (Government Architect NSW, 2020)</u></p> <p><u>Connecting with Country Draft Framework (Government Architect NSW, 2020)</u></p> <p>Central Precinct Renewal Program Connecting with Country Framework (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Aboriginal Cultural Heritage Study (Transport for NSW, 2022) Central Precinct Renewal Non-Aboriginal Cultural Heritage Study (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Archaeological Site Plan (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Conservation Management Plan (Transport for NSW, 2022)</p> <p>Central Precinct Renewal Heritage Interpretation Strategy (Transport for NSW, 2022)</p>

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<p>4. Noise and Vibration</p> <p>Construction noise and vibration (including airborne noise, ground-borne noise and blasting) are effectively managed to minimise adverse impacts on acoustic amenity, and adverse impacts on the structural integrity of buildings and items including Aboriginal places and environmental heritage.</p> <p>Increases in noise emissions and vibration affecting nearby properties and other sensitive receivers during operation of the project are effectively managed to protect the amenity and well-being of the community.</p> <p>Increases in noise emissions and vibration affecting environmental heritage as defined in the <i>Heritage Act 1977</i> during operation of the project are effectively managed.</p>	<ol style="list-style-type: none"> Construction and operational noise and vibration (including mechanical plant) impacts in accordance with relevant NSW noise and vibration guidelines. The assessment of construction noise and vibration must address: <ol style="list-style-type: none"> the nature of construction activities and related noise characteristics using typical and worst-case scenarios, including high noise generating activities; the intensity and duration of noise (both air and ground borne) and vibration impacts. This must include consideration of extended construction impacts associated with ancillary facilities (and the like) and construction fatigue; the identification and nature of receivers, existing and proposed, during the construction period; the structural integrity and heritage significance of items (including Aboriginal places and items of environmental heritage); the nature of the impact and the sensitivity of receivers and level of impact including for out of hours works; the need to balance timely conclusion of noise and vibration-generating works with periods of receiver respite, and other factors that may influence the timing and duration of construction activities (such as traffic management); noise impacts of out-of-hours works (including utility works and works associated with the SSI including those undertaken under another assessment pathway), possible locations where out-of-hours works would be undertaken, the activities that would be undertaken, the estimated duration of those activities and justification for these activities in terms of the <i>Interim Construction Noise Guideline</i> (DECCW, 2009); sleep disturbance (including the number of noise-awakening events); 	<p>Technical Basis for Guidelines to Minimise Annoyance due to Blasting Overpressure and Ground Vibration (ANZECC, 1990)</p> <p>Assessing Vibration: a technical guideline (DEC, 2006)</p> <p>Interim Construction Noise Guideline (DECC, 2009)</p> <p>Noise Policy for Industry (EPA, 2017)</p> <p>German Standard DIN 4150-3: Structural Vibration - effects of vibration on structures</p> <p>NSW Road Noise Policy (Department of Environment, Climate Change and Water, 2011)</p>

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	<ul style="list-style-type: none"> (i) a cumulative noise and vibration assessment inclusive of impacts from the proposal, including concurrent construction activities within the proposal and the construction of other relevant development in the vicinity of the proposal; (j) details and analysis of the predicted effectiveness of mitigation measures to adequately manage identified impacts, including impacts as identified in (h); (k) any potential residual noise and vibration impacts following application of mitigation measures; and (l) a description of how receiver feedback received during the preparation of the EIS has been taken into account (and would be taken into account post exhibition of the EIS) in the design of mitigation measures, including any tailored mitigation, management and communication strategies for sensitive receivers. <p>3. The process for community engagement should be included or referenced in the noise and vibration assessment as part of the mitigation strategy and assessment.</p>	
<p>5. Social</p> <p>The project minimises adverse social impacts and capitalises on opportunities potentially available to affected communities.</p>	<ul style="list-style-type: none"> 1. Potential social impacts of the project from the points of view of the affected community/ies and other relevant stakeholders, i.e., how they expect to experience the project. 2. How environmental changes in the locality may affect people's: <ul style="list-style-type: none"> (a) way of life; (b) community; (c) access to and use of infrastructure, services, and facilities; (d) culture; (e) health and wellbeing; (f) surroundings; 	<p>Social Impact Assessment Guideline, State significant projects (DPIE, 2021)</p>

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	<ul style="list-style-type: none"> (g) personal and property rights; (h) decision-making systems; and (i) fears and aspirations, as relevant and considering how different groups may be disproportionately affected. <p>3. Identify actions and outcomes that address both negative and positive social impacts respectively, including specific placemaking measures which may enhance wellbeing and sense of place.</p>	
<p>6. Transport and Traffic</p> <p>Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts.</p> <p>The safety of transport system customers is maintained.</p> <p>Impacts on network capacity and the level of service are effectively managed.</p> <p>Access and connectivity for people walking and cycling or using public transport is maintained or improved relative to the existing situation.</p> <p>Works are compatible with existing infrastructure and future transport corridors.</p>	<p>1. Construction transport and traffic (vehicle, pedestrian and cyclists) impacts, including, but not necessarily limited to:</p> <ul style="list-style-type: none"> (a) a considered approach to route identification and scheduling of construction vehicle movements; (b) the indicative number, frequency and size of construction related vehicles (passenger, commercial and heavy vehicles, including spoil management movements); (c) construction worker parking; (d) the nature of existing traffic (types and indicative number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements); (e) impacts and access constraints on public transport (infrastructure and services), pedestrians and cyclists; (f) the need to close, divert or otherwise reconfigure elements of the road, pedestrian, rail, light rail, and cycle network associated with construction of the project and the duration of these changes; and (g) impacts to on-street parking, loading, servicing, and drop off and pick up, including to residents and businesses. <p>2. Operational transport impacts of the project, including:</p>	<p>Guide to Traffic Management – Part 3 Traffic Studies and Analysis (Austroads, 2007)</p> <p>Guide to Traffic Generating Developments Version 2.2 (RTA, 2002)</p> <p>Cycling Aspects of Austroads Guides (Austroads, 2014)</p> <p>NSW Bicycle Guidelines v 1.2 (RTA, 2005)</p> <p>Planning Guidelines for Walking and Cycling (DIPNR, 2004)</p> <p>Movement and Place Framework relevant guidance including the 'Walking Space Guide: Towards Pedestrian Comfort and Safety' and the 'Cycleway Design Toolbox: Designing for Cycling and Micromobility'.</p> <p>Central Precinct Renewal Transport Strategy and Transport Impact Assessment (Transport for NSW, 2022)</p>

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	<ul style="list-style-type: none"> (a) performance of key interchanges, intersections and footpaths for people walking or cycling within and to and from the Sydney Terminal Building and other forms of transit as applicable; and (b) impacts to on-street parking, loading, servicing, and drop off and pick up, including to residents and businesses. 	
7. Other	<ol style="list-style-type: none"> 1. An assessment of the following issues must be undertaken in accordance with the commitments in Section 6 of <i>Sydney Terminal Building Revitalisation Project – Scoping Report</i> (Transport for NSW, June 2022): <ul style="list-style-type: none"> (a) soils and geology (b) biodiversity (c) flooding and hydrology (d) water (e) contamination (f) air quality (g) land use and property (h) sustainability (i) climate resilience (j) hazards and risk (k) cumulative impacts. 	