Consistency Assessment Approval Form – Changes to design to integrate Pitt Street Station with the proposed over station development at the northern and southern portals

Existing Approved Project
Planning approval reference details (Application/Document No. (including modifications)): CSSI 15_7400 Sydney Metro City & Southwest – Chatswood to Sydenham
Date of determination: 9 January 2017
Type of planning approval: Part 5.1 – Critical State Significant infrastructure
Description of existing approved project: The Chatswood to Sydenham component of Sydney Metro City & Southwest project comprises a new metro rail line, approximately 16 kilometres long, between Chatswood and Sydenham. New metro stations would be provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, as well as new underground metro platforms provided at Central Station. The project has been subject to a number of modification applications. The CSSI Approval as modified allows for all works to deliver Sydney Metro between Chatswood and Sydenham Stations and also includes upgrade of Sydenham Station. The Environmental Impact Statement (EIS) identified that over station development (OSD) may be provided, subject to a separate planning approval process, in the air space above Crows Nest Station, Victoria Cross Station, Martin Place Station, Pitt Street Station (north and south portals) and Waterloo Station. The provision of OSD was further clarified in the Preferred Infrastructure Report (PIR). The EIS and PIR note that the metro stations would be designed to take into account, and make physical provision for, any design or other requirements associated with OSD and that such design would ensure any future developments can be built efficiently and are appropriately integrated into the metro station structure. In general, the metro stations could include the following elements: • Structural elements, building grids, column loadings, building infrastructure and services to enable the construction of future OSD • Space for future lift cores, access, parking, retail and building services for the future OSD. Figures 6.24 and 6.25 of the EIS identified potential OSD above the Pitt Street station portals (north and south) and Figure 6.23 provided the indicative station layout (refer **Attachment A**). Section 2.3 of the PIR noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design may vary from the concept design assessed within the planning approval: *'the actual size, space and specific use of*

particular station spaces may change as part of the detailed design. However, the nature of such variations would be generally consistent with the concept design.'

Appendix D of the PIR also provided indicative interface drawings for OSD (refer **Attachment B**).

Pitt Street North

At Pitt Street North, the approved project involves a new station entry on the northern side of Park Street, between Pitt and Castlereagh Streets. Access was also provided to the station off Pitt Street although this access was assigned to the OSD in the PIR. The indicative drawings in the PIR identified OSD above the station entry, with the OSD lobby entrance from Castlereagh Street. There are services above and below the Park Street station entry and a shared access for loading and servicing. The indicative drawings included a transfer slab, although no Reduced Level (RL) height was provided for this structure. The equivalent reference design drawings identified a finished floor level for the transfer slab at RL 39.00.

Pitt Street South

At Pitt Street South, the approved project involves a new station entry on the southern side of Bathurst Street, between Pitt and Castlereagh Streets. The indicative drawing in the PIR identified OSD above the station entry, with the OSD lobby entrance from Pitt Street, and services and loading above and below the Bathurst Street station entry and tunnel ventilation located adjacent to the Princeton Apartments on Pitt Street. The indicative drawings included a transfer slab although no RL height was provided for this structure. The equivalent reference design drawings identified a finished floor level for the transfer slab at RL 52.800.

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- Chatswood to Sydenham Environmental Impact Statement and accompanying technical papers (May, 2016)
- Chatswood to Sydenham Submissions and Preferred Infrastructure Report (October, 2016)
- Conditions of Approval (dated 9 January 2017 and updated through modifications).

Description of proposed development/activity/works

Since the EIS and PIR were prepared, the integration of the OSD and metro station elements at Pitt Street North and South has progressed through the design development process.

Key features of the integrated station design are presented in the tables below and where relevant, design changes that have occurred since the EIS and PIR are indicated. The items highlighted in bold font are the subject of this consistency assessment. The relevant integrated station design drawings for the proposed works at Pitt Street North and Pitt Street South are included in **Attachments C & D** respectively.

Pitt Street North OSD			
	EIS / PIR (Oct 2016)	Integrated Station Design (July 2018)	Planning Approval Process
Station Entry	Via Pitt and Park Streets (Pitt St access allocated to OSD in PIR)	No change.	No further assessment required.
Residential (OSD) Entry	Not specified	Via Pitt & Castlereagh Street.	Use of space provisioned for in the CSSI Approval subject to separate planning approval (concept SSD Application)
Hotel (OSD) Entry	Not specified	Via Park Street.	Use of space provisioned for in the CSSI Approval subject to separate planning approval (concept SSD Application)
Commercial (OSD) Entry	Not specified	Via Castlereagh Street.	Use of space provisioned for in the CSSI Approval subject to separate planning approval (concept SSD Application)
Loading & Servicing	Not specified	Shared between OSD and station with access via Castlereagh Street.	Use of space provisioned for in the CSSI Approval subject to separate planning approval (concept SSD Application)
Ventilation	**At Level 1, towards Park Street.**	**At Level 4, towards Park, Pitt & Castlereagh Streets.**	**Subject of this consistency assessment**
Transfer Slab	**RL 39.00**	**RL 48.00**	**Subject of this consistency assessment**

Pitt Street South OSD			
	EIS / PIR (Oct 2016)	Integrated Station Design (July 2018)	Planning Approval Process
Station Entry	Via Bathurst Street	No change	No further assessment required.
OSD Entry	Not specified	Via Pitt Street	Use of space provisioned for in the CSSI Approval subject to separate planning approval (concept SSD Application)

Loading & Servicing	Not specified	Shared between OSD and station with access via Pitt Street	Use of space provisioned for in the CSSI Approval subject to separate planning approval (concept SSD Application)
Ventilation	**At Level 3, adjacent to Princeton Apartments and directed towards Pitt Street.**	**At Levels 6 & 7, towards Pitt and Bathurst Streets.**	**Subject of this consistency assessment**
Transfer Slab	**RL 52.80**	**RL 58.25**	**Subject of this consistency assessment**

The increase in height of the finished floor level of the transfer slab above both station portals is to accommodate the vertical integration requirements and space provisioning of the station ventilation system in order to meet the required engineering standards. For both portals, the increased height of the transfer slab is contained wholly within the podium form and therefore has no impact on the final built form of the integrated station development. The height at which ventilation occurs has been increased to accommodate the vertical discharge requirements since the reference design drawings assumed ventilation ducts could be located closer to the station entrances. As such, for Pitt Street North, station ventilation now occurs at Level 4 and is directed towards Park, Pitt and Castlereagh Street. For Pitt Street South, station ventilation now occurs across Levels 6 & 7 towards Pitt and Bathurst Streets.

It is noted that the OSD elements are the subject of separate concept State Significant Development (SSD) applications and are not the subject of this consistency assessment. This assessment considers potential environmental impacts associated with changes to approved Pitt Street Station design as a result of the design resolution process for the OSD and its integration with the station. It is also noted that the approvals currently being sought for the OSD elements are for conceptual proposals and further design development will be undertaken during subsequent and more detailed SSD Application stages.

The works subject of this consistency assessment would be undertaken as part of the Sydney Metro City & Southwest project and construction methods, equipment and working hours are expected to be consistent with the approved project.

Timeframe
Works associated with construction of the Pitt Street Station have commenced in 2018. The construction program would be consistent with the indicative construction program identified in the EIS. The station would be opened to the public as part of the Chatswood to Sydenham project in 2024.
Site description
Provide a description of the site on which the proposed works are to be carried out, including, Lot and Deposited Plan details, where available: Works would be carried out within the boundary of the approved Pitt Street Station north and south sites. Refer to Figure 6-23 of the EIS (extract provided in Attachment A).
Site Environmental Characteristics
The proposed works are contained wholly within the construction sites identified for Pitt Street Station within the EIS and PIR. Therefore the environmental characteristics for the site are as per the EIS and PIR.
Justification for the proposed works
The proposed works are required to accommodate the necessary vertical integration requirements and space provisioning of the station ventilation system in order to meet the required engineering standards, together with appropriate design integration between the OSD and metro station elements within Pitt Street Station.
Environmental Benefit
N/A
Control Measures
Will a project and site specific EMP be prepared? Yes. Are appropriate control measures already identified in an existing EMP? No
Climate Change Impacts
Is the site likely to be adversely affected by the impacts of climate change? If yes, what adaptation/mitigation measures will be incorporated into the design? N/A

Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	–
Water	No change from approved project.	No additional measures required.	Y	Y	–
Air quality	No change from approved project.	No additional measures required.	Y	Y	–
Noise and vibration	No additional noise or vibration impacts are anticipated as a result of the proposed works. The works would involve the same receivers, the same distances to receivers, use of the same equipment and the duration of works is expected to be the same. Working hours would also be consistent with those proposed in the EIS.	The potential noise and vibration impacts associated with the proposed works would be managed in accordance with existing mitigation measures and conditions of approval. No additional mitigation measures are required.	Y	Y	–
Indigenous heritage	No change from the approved project that would impact Indigenous heritage. No additional excavation is proposed as a result of the change in the design of the project.	The potential Aboriginal heritage impacts of the project would be managed in accordance with existing mitigation measures and conditions of approval.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Non-indigenous heritage	No additional excavation is proposed as a result of the proposed works. The integrated design for the Pitt Street North and Pitt Street South station portals would not change the assessment of impacts under the CSSI Approval to listed heritage items as identified in the EIS. Consistent with the impacts identified in the EIS, the proposed works would have indirect impacts and potential direct impacts on a range of heritage items in the immediate vicinity of the sites (refer Table 14-16 and Figure 14-7 of the EIS). The proposed works, including the station entrance and OSD lobbies, and the amendments to the transfer slab level, would respect the significance of the adjacent heritage items. Impacts on adjacent heritage structures as a result of the proposed OSD will be the subject of a separate planning process.	The potential non-Indigenous heritage impacts associated with the proposed works would be managed in accordance with existing mitigation measures and conditions of approval.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Community	No change from approved project other than construction of the station involving a higher level transfer slab than identified under the existing CSSI Approval. However, as proposed in the EIS and clarified in the PIR, the Pitt Street station portals were intended to integrate with a development over the station (OSD). The minor change to the height of the transfer slab at each of the station portals is not considered to change the assessment of impacts on adjoining and immediately surrounding properties. The processes established in the CSSI Approval to engage with the community through construction of the project will continue to be carried out.	No additional measures required.	Y	Y	–
Traffic	No increase in construction traffic is anticipated as a result of the proposed changes to the design of the approved project.	The works shall be carried out in accordance with the approved Construction Traffic Management Framework and associated management plans and the existing conditions of approval.	Y	Y	–
Waste	No additional waste is anticipated as a result of the proposed works.	Construction waste would continue to be managed in accordance with existing mitigation measures and conditions of approval.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Social	No change from approved project, other than construction of the station involving a higher level transfer slab than identified under the existing CSSI Approval. However, as proposed in the EIS and clarified in the PIR, the Pitt Street station portals were intended to integrate with a development over the station (OSD). The minor change to the height of the transfer slab at each of the station portals is not considered to change the assessment of impacts on adjoining and immediately surrounding properties.	No additional measures required.	Y	Y	–
Economic	No change from approved project.	No additional measures required.	Y	Y	–
Visual	No change from approved project, other than construction of the station involving a higher level transfer slab than identified under the existing CSSI Approval. However, as proposed in the EIS and clarified in the PIR, the Pitt Street station portals were intended to integrate with a development over the station (OSD). The minor change to the height of the transfer slab at each of the station portals is not considered to change the assessment of construction related visual impacts.	No additional measures required.	Y	Y	–
Urban design	No change from approved project.	No additional measures required.	Y	Y	–
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed/activity, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Land use	No change from approved project.	No additional measures required.	Y	Y	–
Climate Change	No change from approved project.	No additional measures required.	Y	Y	–
Risk	No change from approved project.	No additional measures required.	Y	Y	–
Other	No change from approved project.	No additional measures required.	Y	Y	–
Management and mitigation	No change from approved project.	No additional measures required.	Y	Y	–

Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Flora and fauna	No change from approved project.	No additional measures required.	Y	Y	–
Water	No change from approved project.	No additional measures required.	Y	Y	–
Air quality	No change from approved project.	No additional measures required.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Noise vibration	For both Pitt Street North and Pitt Street South, ventilation has been located at a higher level to accommodate the vertical discharge requirements. This will increase the distance between the ducts and the station entrances / street environment which will have a positive noise impact for pedestrians and station users. Ventilation at Pitt Street North would be located at Level 4 and directed towards Park, Pitt and Castlereagh Streets. Ventilation at Pitt Street South would be located at Levels 6 & 7 and directed towards Pitt Street to the west and Bathurst Street to the north. In the EIS it was assumed ventilation would be directed towards Bathurst Street and in the PIR ventilation was directed towards Pitt Street and ran along the southern boundary of the site, adjacent to the Princeton Apartments. For Pitt Street South, the location of ventilation systems further away from the adjoining residential property and towards the busy street environment would have a positive noise impact as noise is directed away from potentially sensitive receivers and into an environment with higher background noise and less sensitive and static receivers. In accordance with the mitigation measures provided in the EIS and PIR, stations and ancillary facilities would be designed to meet the applicable noise criteria derived from the *Industrial Noise Policy* (EPA, 2000). The changes to the design of the station and ventilation shafts would be required to meet necessary noise criteria.	As this design change would have a positive noise impact, no additional mitigation measures are proposed. The proposed station, including ventilation will be required to be designed to meet required noise criteria in accordance with the mitigation measures and conditions of approval.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Indigenous heritage	No change from approved project.	No additional measures required.	Y	Y	–
Non-indigenous heritage	The integrated design for the Pitt Street North and Pitt Street South station portals would not change the assessment of impacts under the CSSI Approval to listed heritage items as identified in the EIS. Consistent with the impacts identified in the EIS, the proposed station, incorporating design changes would have indirect impacts (including on views and vistas) and potential direct impacts on a range of heritage items in the immediate vicinity of the sites (refer Table 14-16 and Figure 14-7 of the EIS). The proposed works, including the station entrance and OSD lobbies, and the amendments to the transfer slab level, would respect the significance of the adjacent heritage items, and are not expected to change the assessment of impacts from that in the EIS and PIR. Impacts on adjacent heritage structures as a result of the proposed OSD will be the subject of a separate planning process.	The potential non-Indigenous heritage impacts associated with the proposed works would be managed in accordance with existing mitigation measures and conditions of approval.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Community	No change from approved project, other than the station involving a higher level transfer slab than identified under the existing CSSI Approval, and the position of ventilation for Pitt Street South changing which has the potential to result in different noise impacts. Noise criteria derived from the *Industrial Noise Policy* (EPA, 2000) would be required to be met. As proposed in the EIS and clarified in the PIR, the Pitt Street station portals were intended to integrate with a development over the station (OSD). The minor change to the height of the transfer slab at each of the station portals is not considered to change the assessment of impacts on adjoining and immediately surrounding properties.	No additional measures required.	Y	Y	–
Traffic	No change from approved project.	No additional measures required.	Y	Y	–
Waste	No change from approved project.	No additional measures required.	Y	Y	–
Social	No change from approved project.	No additional measures required.	Y	Y	–
Economic	No change from approved project.	No additional measures required.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Visual	The increased height of the transfer slab above the station portals is approximately 9m at Pitt Street North and 5.5m at Pitt Street South. The minor change to the height of the transfer slab at each of the station portals to accommodate necessary vertical integration and station ventilation is not considered to change the assessment of operational visual impacts. In both Pitt Street North and Pitt Street South, the additional height is contained entirely within the podium form and has nil impact on the final built form of the integrated station development. The conceptual and final built form of the podium and the façade treatment will be the subject of separate planning approvals.	No additional mitigation measures are proposed.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Urban design	Section 2.3 of the PIR noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design may vary from the concept design assessed within the planning approval, but would be generally consistent with the concept design. The design changes proposed in this consistency assessment are the result of the ongoing design resolution process, and have incorporated necessary requirements to support the integration of the station with the OSD. The proposed changes are not considered to have significant impacts, and are generally consistent with the concept plan presented in the EIS and PIR. The integrated station design will continue to be refined, and will be subject of review by the Design Review Panel as required by conditions of approval.	No additional mitigation measures are required.	Y	Y	–

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed activity/works, relative to the Approved Project	Proposed Control Measures	Minimal Impact Y/N	Endorsed [for Planning and Environment use only]	
				Y/N	Comments
Geotechnical	No change from approved project.	No additional measures required.	Y	Y	–
Land use	No change from approved project.	No additional measures required.	Y	Y	–
Climate Change	No change from approved project.	No additional measures required.	Y	Y	–
Risk	No change from approved project.	No additional measures required.	Y	Y	–
Other	No change from approved project.	No additional measures required.	Y	Y	–
Management and	No change from approved project.	No additional measures required.	Y	Y	–

Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there is a transformation of the Project?	No. The proposed works would not transform the project. The project would continue to provide a new metro rail line between Chatswood and Sydenham and is designed to accommodate required vertical integration and ventilation to support the station, whilst at the same time providing for the integration of development over the station.
Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?	Yes. The proposed works would be consistent with the objectives and functions of the approved project.
Is the project as modified consistent with the objectives and functions of elements of the Approved Project?	Yes. The proposed works would be consistent with the objectives and functions of the approved works at Pitt Street Station.
Are there any new environmental impacts as a result of the proposed works/modifications?	There would be no new environmental impacts as a result of the proposed works. Potential change in impacts, such as noise and vibration and visual impacts, are considered to be minor and can be appropriately managed.
Is the project as modified consistent with the conditions of approval?	Yes. The proposed works would be consistent with the conditions of approval.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts of the proposed works are understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.

Author certification

To be completed by person preparing checklist.

I certify that to the best of my knowledge this Consistency Checklist:

- **Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the Proposed Revision; and**
- **Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.**

Name:	Anna Bradley	Signature:	
Title:	Senior Manager Planning		
Company:	Sydney Metro Authority	Date:	16 August 2018

Environmental Representative Review

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.

Name:	Jo Robertson	Signature:	
Title:	Environmental Representative	Date:	16 August 2018

This section is for Sydney Metro only.

Application supported and submitted by			
Name:	Carolyn Riley	Date:	16 August 2018
Title:	Associate Director Planning, City & Southwest, Sydney Metro	Comments:	
Signature:	CRiley		

Based on the above assessment, are the impacts and scope of the proposed activity/modification consistent with the existing Approved Project?

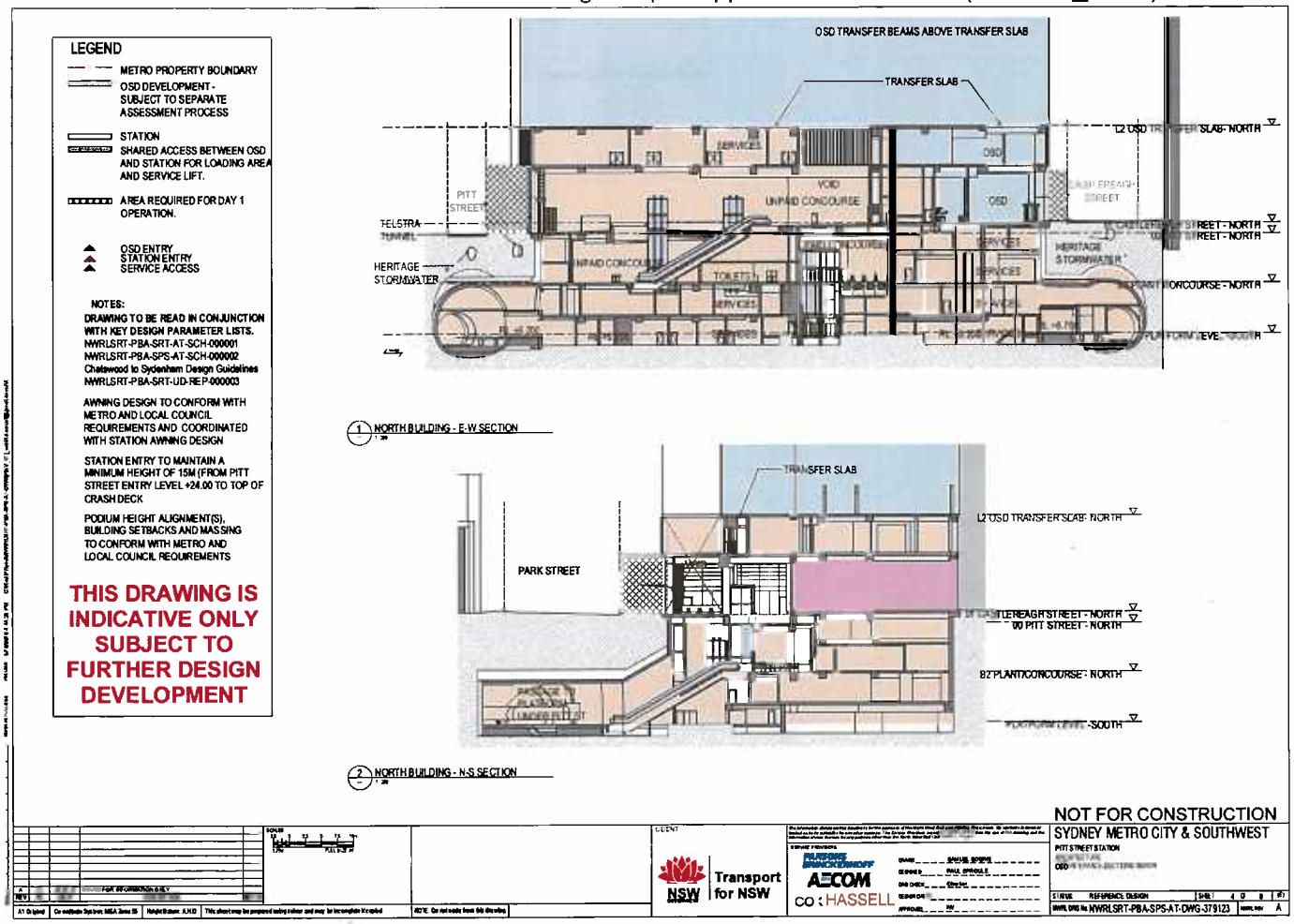
Yes ☐ The proposed activity/works are consistent and no further assessment is required.

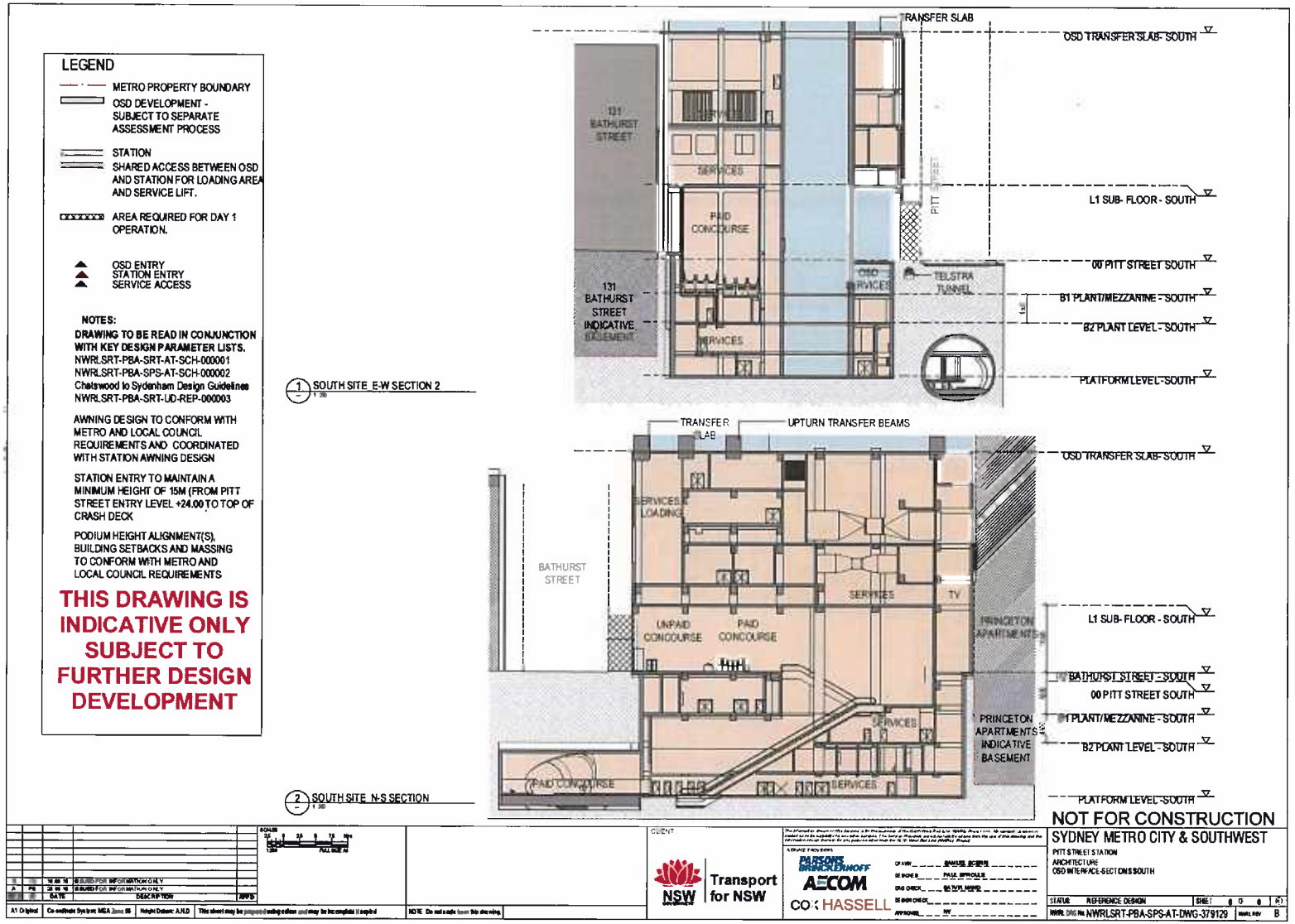
No ☐ The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	24/8/18
Title:	Principal Manager, City & Southwest, Sustainability, Environment & Planning, Sydney Metro	Comments:	—
Signature:			

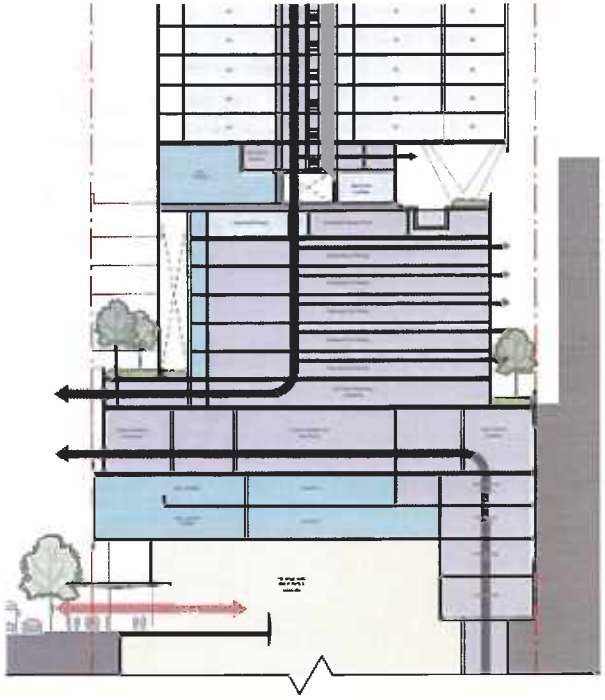
ATTACHMENT A: Indicative station layout as per Figure 6-23 of the EIS (CSSI 15_7400)

ATTACHMENT B: Indicative demarcation drawings as per Appendix D of the PIR (CSSI 15_7400)

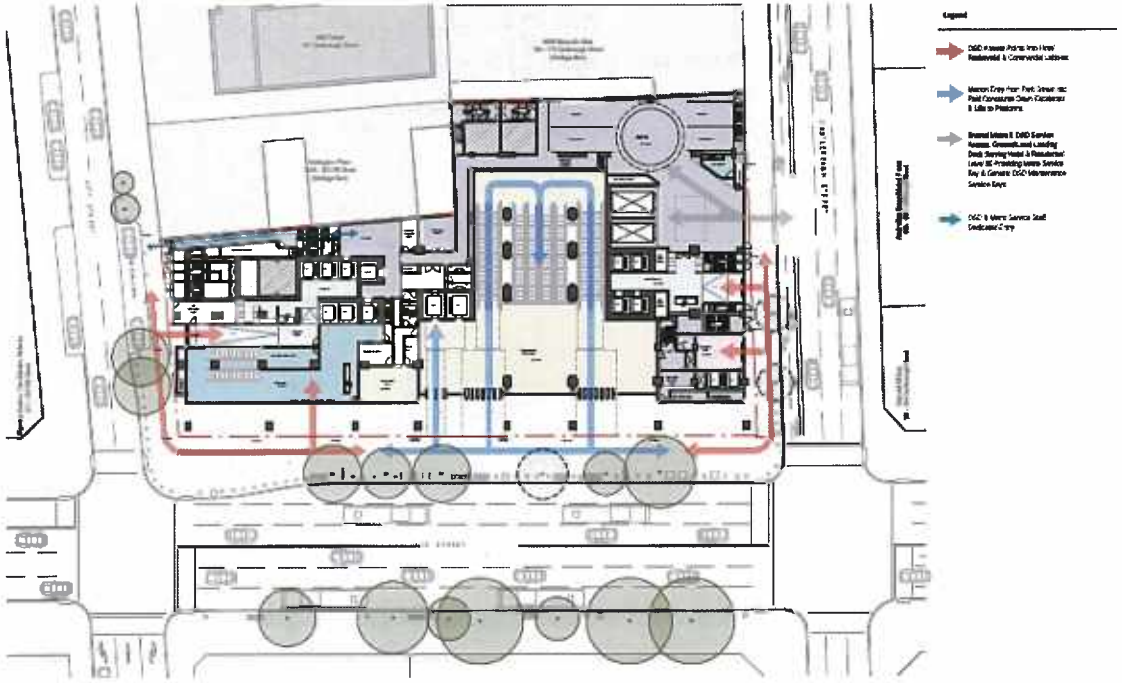



LEGEND
METRO PROPERTY BOUNDARY
OSD DEVELOPMENT - SUBJECT TO SEPARATE ASSESSMENT PROCESS
STATION
SHARED ACCESS BETWEEN OSD AND STATION FOR LOADING AREA AND SERVICE LIFT.
AREA REQUIRED FOR DAY 1 OPERATION.
OSD ENTRY
STATION ENTRY
SERVICE ACCESS
NOTES:
DRAWING TO BE READ IN CONJUNCTION WITH KEY DESIGN PARAMETER LISTS.
NWRLSRT-PBA-SRT-AT-SCH-000001
NWRLSRT-PBA-SPS-AT-SCH-000002
Chatswood to Sydenham Design Guidelines
NWRLSRT-PBA-SRT-UD-REP-000003
AWNING DESIGN TO CONFORM WITH METRO AND LOCAL COUNCIL REQUIREMENTS AND COORDINATED WITH STATION AWNING DESIGN
STATION ENTRY TO MAINTAIN A MINIMUM HEIGHT OF 15M (FROM PITT STREET ENTRY LEVEL +24.00 TO TOP OF CRASH DECK
PODIUM HEIGHT ALIGNMENT(S), BUILDING SETBACKS AND MASSING TO CONFORM WITH METRO AND LOCAL COUNCIL REQUIREMENTS
THIS DRAWING IS INDICATIVE ONLY SUBJECT TO FURTHER DESIGN DEVELOPMENT
1 SOUTH SITE E-W SECTION 2
TRANSFER SLAB
OSD TRANSFER SLAB- SOUTH
131 BATHURST STREET
SERVICES
PITT STREET
L1 SUB- FLOOR - SOUTH
PAID CONCOURSE
00 PITT STREET SOUTH
OSD SERVICES
TELSTRA TUNNEL
B1 PLANT/MEZZANINE - SOUTH
131 BATHURST STREET INDICATIVE BASEMENT
B2 PLANT LEVEL - SOUTH
PLATFORM LEVEL - SOUTH
2 SOUTH SITE N-S SECTION
TRANSFER SLAB
UPTURN TRANSFER BEAMS
OSD TRANSFER SLAB- SOUTH
SERVICES & LOADING
BATHURST STREET
SERVICES
TV
L1 SUB- FLOOR - SOUTH
UNPAID CONCOURSE
PAID CONCOURSE
PRINCETON APARTMENTS
BATHURST STREET - SOUTH
00 PITT STREET SOUTH
B1 PLANT/MEZZANINE - SOUTH
PRINCETON APARTMENTS INDICATIVE BASEMENT
B2 PLANT LEVEL - SOUTH
PAID CONCOURSE
SERVICES
PLATFORM LEVEL - SOUTH
NOT FOR CONSTRUCTION
SYDNEY METRO CITY & SOUTHWEST
PITT STREET STATION
ARCHITECTURE
OSD INTERFACE SECTIONS SOUTH
ISSUED FOR INFORMATION ONLY
ISSUED FOR INFORMATION ONLY
DATE
DESCRIPTION
NSW GOVERNMENT
Transport for NSW
PARSONS BRINCKERHOFF
AECOM
COX HASSELL
STATUS REFERENCE DESIGN
NWRL DWG No. NWRLSRT-PBA-SPS-AT-DWG-379129
NWRL REV B

ATTACHMENT C: Pitt Street North OSD concept demarcation drawings (concept proposal SSD 17_8875)

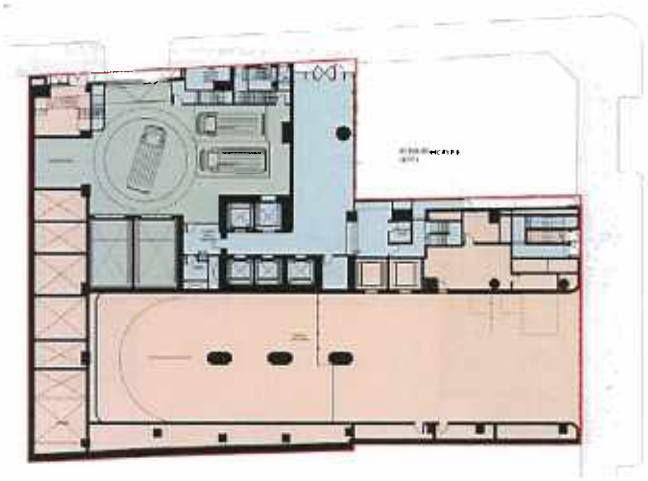


Section | Access & Service Division

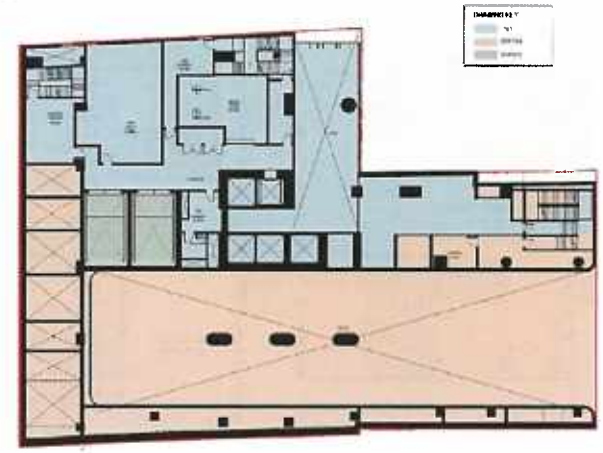


Ground Level | Separation of Metro & OSD Access

ATTACHMENT D: Pitt Street South OSD concept demarcation drawings (concept proposal SSD 17_8876)



Ground floor



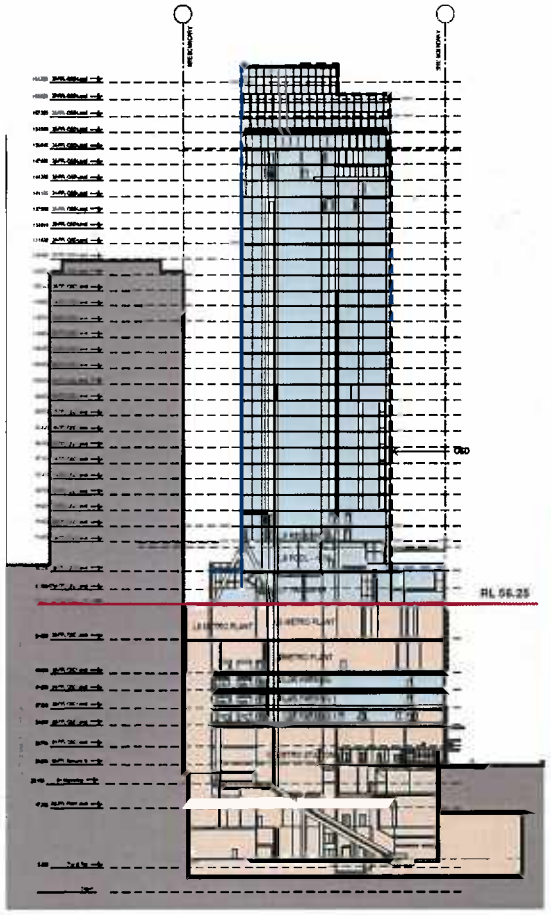
Level 1

Basement 1 Mezzanine

Level 2

Level 3

Level 4



Section North-South - CSSI Podium Approval below RL 58.25

Level 5

Level 6