



Integrated Management System

# Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

<b>Assessment Name:</b>	Pitt Street South – OSD integration: Retail, Storage and Bicycle Parking
<b>Prepared by:</b>	Simon Bennett
<b>Prepared for:</b>	Sydney Metro
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Form information – do not alter

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The Planning Approval Consistency Assessment Form should be completed in accordance with the Sydney Metro Planning Approval Consistency Assessment Procedure (SM ES-PW-314) and Sydney Metro Environmental Planning and Approval Manual (SM ES-ST-216)

## 1.0 Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)): CSSI 15\_7400 – Sydney Metro City and Southwest - Chatswood to Sydenham

Date of determination: 9 January 2017

Type of planning approval: Critical State Significant Infrastructure

Description of existing approved project you are assessing for consistency:

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 an upgrade of Sydenham Station.

The Environmental Impact Statement (EIS) identified sites with potential for property development using the air space above rail assets and stations (also called 'over station development' or 'OSD') subject to a separate planning approval process. OSD sites were identified at Crows Nest, Victoria Cross, Martin Place, Pitt Street and Waterloo stations. The provision of OSD was further clarified in the Preferred Infrastructure Report (PIR). The EIS and PIR noted that the metro stations would be designed to take into account and to make physical provision for any design or other requirements associated with possible future over station development. These might include structural elements, building grids, column loadings and building infrastructure, and space for future lift cores, access, parking and building services for the future OSD. The EIS illustrated a typical interface between metro station and OSD with the metro station progressing up to a 'transfer slab' level.

Section 6.5.5 of the EIS outlines the description of the approved infrastructure at Pitt Street Station. The indicative layout provided in Figure 6-25 of the EIS shows two station entries – a northern entry via a plaza pedestrian plaza opening to Pitt and Park Streets and a southern entry via a pedestrian plaza opening to Bathurst Street (**Attachment A**). The EIS indicated OSD located above the northern entry and the southern entry to the station. Consistency Assessment TfNSW15 identified the height of the transfer slab level as RL 58.250, relocated the ventilation services from Level 3 to Levels 6 and 7 of the metro box, and designated the vertical space between the station entry and plant levels for OSD purposes. Subsequently, the Concept State Significant Development approval for the OSD (SSD-8876) identified this space as being conceptually used for OSD services and three levels of OSD parking (**Attachment B**).

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)
- Consistency Assessment TfNSW15 (endorsed 24 August 2018)
- Concept Development Application (SSD-8876) for Pitt Street South Over Station Development
- Detailed Development Application (SSD-10375) for Pitt Street South Over Station Development

## 2.0 Description of proposed development/activity/works

The proponent for the OSD (Oxford Properties) is proposing to construct a 'Build to Rent' (BtR) style of residential accommodation. BtR developments generally offer longer and more flexible tenancies with a greater emphasis on community and resident amenities and front and back of house facilities (such as concierge and customer service) and often have reduced or no car parking. As Oxford's BtR proposal does not include any resident car parking, the space provisioned for OSD purposes within the metro box is proposed to be configured as two floors (instead of three) with a retail and restaurant tenancy, meeting rooms and co-working spaces for residents provided on Level 1, and resident storage and bicycle parking on Level 2. A street level lobby adjacent to the station entry on Bathurst Street provides access to Level 1.

This assessment considers potential environmental impacts as a result of the further design development process for the station under the CSSI Approval, including provisioning for future OSD uses within the metro station box. Note, the use and fitout of the OSD spaces will be subject to separate planning approvals under Part 4 of the Act and are not the subject of this consistency assessment. The key features of the integrated station design are presented in the figures and table 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 design drawings for the proposed works at Pitt Street South are included in **Attachment B** and **C** respectively.

**Table 1: Indicative Station and OSD demarcations**

Element	EIS / PIR (Oct 2016)	Consistency Assessment TfNSW#15 (July 2018)	Consistency Assessment TfNSW#32 (August 2020)	Planning Approval Process
Station entry	Via Bathurst Street	No change	No change	No further assessment required
<b>Station egress stairs</b>	<b>Not specified</b>	<b>Pitt and Bathurst Streets</b>	<b>Egress to Bathurst Street and shared with OSD</b>	<b>The subject of this Consistency assessment</b>
<b>OSD egress stairs</b>	<b>Not specified</b>	<b>Pitt and Bathurst Streets</b>	<b>OSD only egress to Pitt Street</b>	<b>The subject of this Consistency assessment</b>
Loading and servicing	Not specified	Shared between OSD and station with access via Pitt Street	No change	No further assessment required
<b>Space provisioning for OSD</b>	<b>Not specified</b>	<b>At Levels 1 to 4 (between FFL29.750 to FFL44.500)</b>	<b>At Levels 1 to 3 (between FFL29.600 to FFL 43.100)</b>	<b>The subject of this Consistency assessment</b>
Ventilation	At Level 3 adjacent to Princeton Apartments directed towards Pitt Street	At Levels 6 and 7 towards Pitt and Bathurst Streets	No change	No further assessment required
Transfer slab	RL 52.80	RL 58.25	No change	No further assessment required

## 3.0 Timeframe required

Works associated with construction of the Pitt Street Station 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.

#### 4.0 Site description

The site is located at 125 Bathurst Street, Sydney (Lot 10 DP 1255507) with frontages to Pitt and Bathurst Streets. The station entry is via Bathurst Street and the OSD entry is via Pitt Street. The proposed OSD uses and amenities are located within the metro station box in the space previously provisioned for OSD car parking.

#### 5.0 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.

#### 6.0 Justification for the proposed works

The vertical separation required between the station entry and the station ventilation system drove an increase in the height of the station box creating space in the middle of the station box that would have been underutilised had it been demarcated solely for station purposes (refer to Consistency Assessment TfNSW15). This space was identified for OSD purposes, and at the time, those uses were proposed to be OSD services and three levels of OSD car parking based on the indicative scheme in the Concept SSD Application. The proposed works are required to reflect the further design development that has occurred to integrate Oxford's BtR proposal for the OSD with the station design.

#### 7.0 Environmental Benefit

The proposal utilises space within the metro station box for OSD purposes resulting in a more integrated and efficient design for the station and over station development.

#### 8.0 Control Measures

Will a project and site specific EMP be prepared? Are appropriate control measures already identified in an existing EMP? The proposed changes are not anticipated to require additional control measures in the EMP as the works are contained within the metro station box.

#### 9.0 Climate Change Impacts

A climate change risk assessment was provided in Chapter 25 of the EIS. The climate change risk treatments (mitigation measure SUS4) identified in the EIS will continue to apply to the proposed works at Pitt Street Station.

## 10.0 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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				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 vibration	No change from approved project	No additional measures required	Y	Y	
Indigenous heritage	No change from approved project	No additional measures required	Y	Y	
Non-indigenous heritage	No change from approved project	No additional measures required	Y	Y	
Community and stakeholder	No change from approved project	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	
Visual	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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
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	
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 measures	No change from approved project	No additional measures required	Y	Y	

## 11.0 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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				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 vibration	No change from approved project	No additional measures required	Y	Y	
Indigenous heritage	No change from approved project	No additional measures required	Y	Y	
Non-indigenous heritage	No change from approved project	No additional measures required	Y	Y	
Community and stakeholder	No change from approved project	No additional measures required	Y	Y	
Traffic	<p>The proposed fitout and use of the OSD spaces will be subject to separate planning approvals under Part 4 and any potential traffic and loading impacts associated with the OSD would be addressed as part of those applications.</p> <p>Notwithstanding, the reduction in OSD car parking is expected to have positive outcomes by reducing local traffic, encouraging walking and cycling and avoiding potential conflicts between the vehicles using OSD parking and the servicing/loading areas (which would have been accessed from shared driveway).</p>	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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Waste	The proposed fitout and use of the restaurant and retail tenancy is subject to separate planning approvals under Part 4 and waste management would be addressed as part of those applications.	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	
Visual	No change from approved project	No additional measures required	Y	Y	
Urban design	A street level entry lobby is proposed on Bathurst Street providing access to the Level 2 (where the OSD retail and restaurant tenancy are proposed). This has a positive outcome in terms of activity and passive surveillance near the station entry. The proposed configurations for the egress stairs reflect further development and refinement of the station design and its integration with the ISD.	No additional measures required	Y	Y	
Geotechnical	No change from approved project	No additional measures required	Y	Y	
Land use	The proposed use and fitout of the OSD floors within the station box will be subject to separate planning approvals under Part 4. Notwithstanding, the inclusion of greater mix of land uses within the station is considered positive in terms of customer experience, activation and place making outcomes.	No additional measures required	Y	Y	
Climate Change	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 in addition to project COA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
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 measures	No change from approved project	No additional measures required	Y	Y	



## 12.0 Consistency with the Approved Project

Based on a review and understanding of the existing Approved Project and the proposed modifications, is there 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 the design and other requirements for the OSD whilst at the same time integrating with the design of 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.
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.




## 13.0 Other Environmental Approvals

Identify all other approvals required for the project:

N/A


## Author certification

To be completed by person preparing checklist.


<p>I certify that to the best of my knowledge this Consistency Checklist:</p> <ul style="list-style-type: none"> <li>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</li> <li>Examines the consistency of the Proposed Revision with the Approved Project; is accurate in all material respects and does not omit any material information.</li> </ul>			
Name:	Simon Bennett	Signature:	
Title:	Senior Manager, Planning Approvals		
Company:	Sydney Metro	Date:	19 August 2020

## Environmental Representative Review

(Additional step for City & Southwest projects only – if this is a CA against a Northwest Project or REF delete this table)


<p>As an approved ER for the Sydney Metro City &amp; Southwest project, I have reviewed the information provided in this assessment. I am satisfied that mitigation measures are adequate to minimise the impact of the proposed work.</p>			
Name:	Michael Wooley	Signature:	
Title:	Environmental Representative, Sydney Metro – City and South West	Date:	Michael Woolley

This section is for Sydney Metro only.

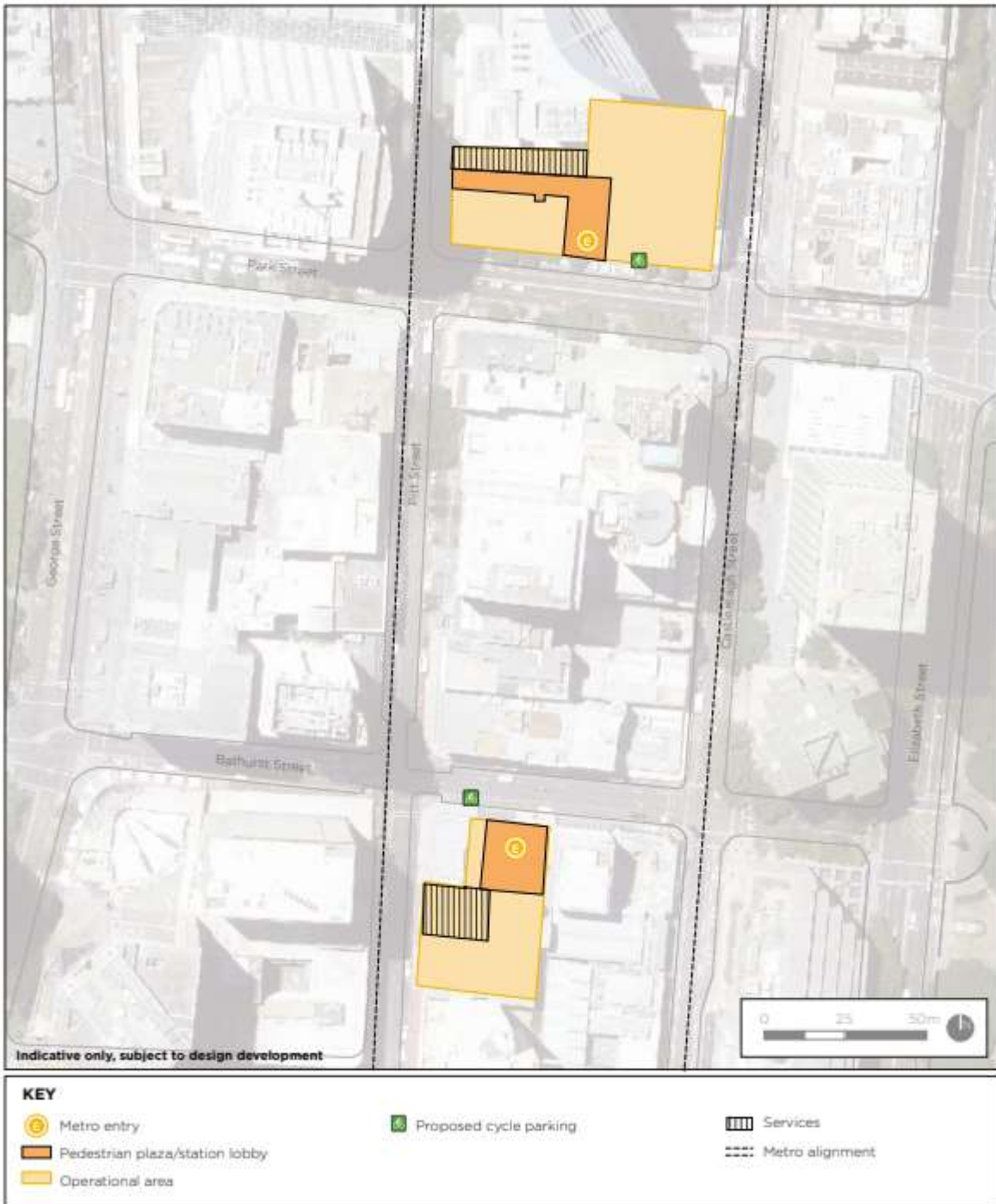
<p>Application supported and submitted by</p>			
Name:	Yvette Buchli	Date:	31/08/2020
Title:	Associate Director, Planning Approvals	Comments:	
Signature:			

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

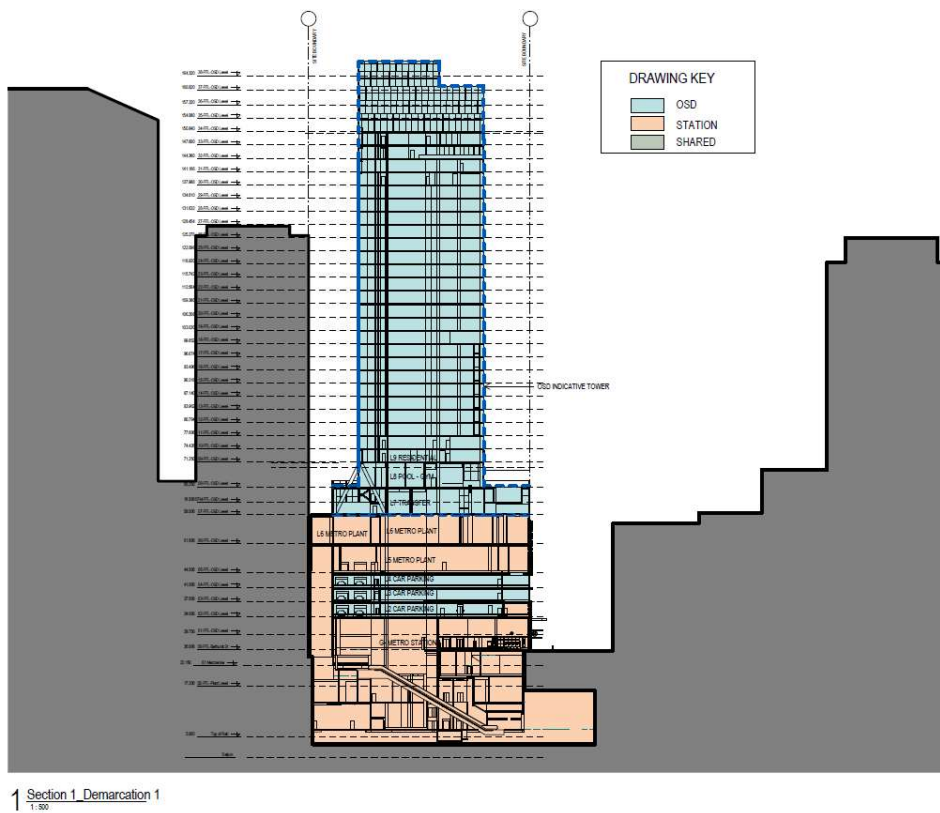
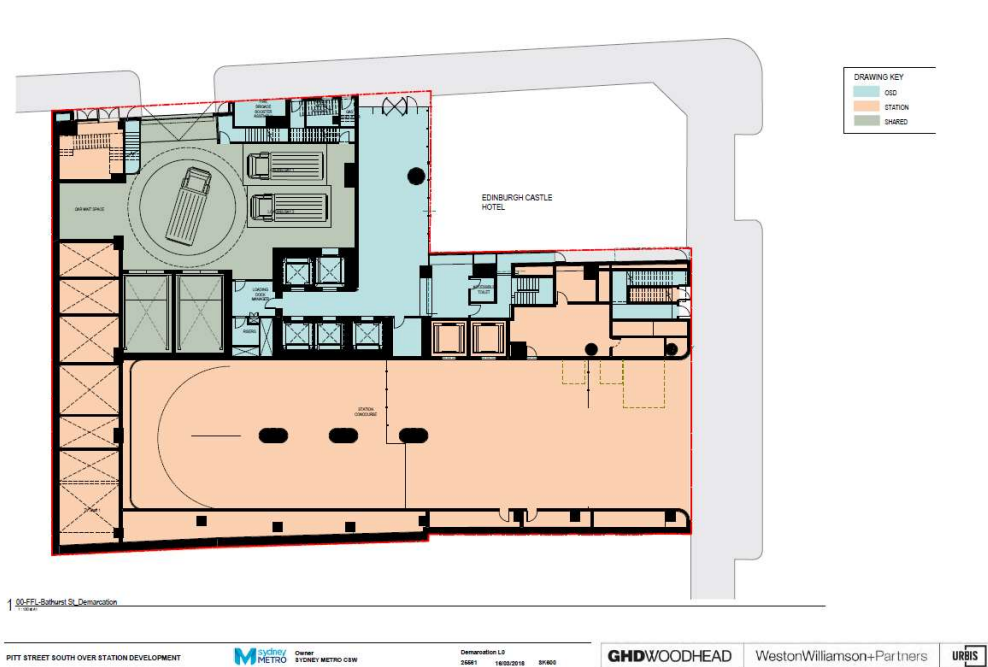
- Yes  The proposed activity/works are consistent and no further assessment is required.
- No  The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals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

Endorsed by			
Name:	Fil Cerone	Date:	1 September 2020
Title:	Director, Sustainability, Environment and Planning (City and Southwest)	Comments:	
Signature:			

## Attachment A: Location and Indicative Layout (EIS)



# Attachment B: Station and OSD Demarcation (Concept SSD)





# Attachment C: Station and OSD Demarcation (Detailed SSD)

