



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

| | |
|---------------------------|--|
| Assessment Name: | Spatial provision of Over Station Development retail within the station building |
| Prepared by: | Carolyn Riley |
| Prepared for: | Sydney Metro |
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| | |
|------------------------|---|
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Consistency Assessment Approval Form – Spatial provision of Over Station Development retail within the station building

1.0 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 you are assessing for consistency:

The Chatswood to Sydenham component of Sydney Metro City & Southwest project comprises a new metro rail line, approximately 16 kilometers 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 to **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**).

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).

2.0 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 South has progressed through the design development process. A key feature of the integrated station design has been identification for additional spatial provisions of OSD retail within the station building structure and is the subject of this consistency assessment.

The relevant integrated station design drawings for the proposed works of this consistency assessment at Pitt Street South are included in **Attachment C** which details the extent of additional retail spatial provisioning within the station building.

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.

3.0 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.

4.0 Site description

Works would be carried out within the boundary of the approved Pitt Street Station south site. Refer to Figure 6.23 of the EIS (extract provided in **Attachment A**)

5.0 Site Environmental Characteristics

The proposed works are contained wholly within the construction site 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 Pitt Street OSD site is relatively constrained, and there is not a lot of space at ground level to provide for activation and placemaking opportunities in addition to the station entry and concourse area. Through additional design work, an opportunity has been identified to provide an additional retail space on Level 2 to accommodate a proposed bar/restaurant, which would support activation and placemaking outcomes at Pitt Street South. This Consistency Assessment (CA) is to address the consistency of the proposed design change with the existing CSSI Approval (i.e. addresses the additional spatial provisions to support the OSD retail opportunity identified as part of the design development of the integrated station development. It is noted that separate approval would be required for the fitout and use of this space.



7.0 Environmental Benefit

N/A

8.0 Control Measures

Will a project and site specific EMP be prepared? Yes
Are appropriate control measures already identified in an existing EMP? Yes

9.0 Climate Change Impacts

N/A



10.0 Impact Assessment – Construction

Attach supporting evidence in the Appendices if required. Make reference to the relevant Appendix if used.

| 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 | — |

| 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 |
| Community and stakeholder | <p>The Pitt Street station portals were intended to integrate with a development over the station and subject to design development as proposed in the EIS and clarified in the PIR.</p> <p>The identification of additional space for retail use within the station box is not considered to change the assessment of impacts on adjoining and immediately surrounding properties. Spatial provisioning for retail and other elements of the OSD was provided for in the approval.</p> <p>The processes established in the CSSI Approval to engage with the community through construction of the project will continue to be carried out. It is also noted that the future fitout and use of this additional space would be subject to separate approval under Part 4 of the <i>Environmental Planning & Assessment Act 1979</i> (EP&A Act).</p> | No additional measures required. | Y | Y | - |

(Uncontrolled when printed)

| 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 |
| Traffic | No increase in construction traffic is anticipated as a result of the proposed change to the design of the approved project. | No additional measures required. 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 | — |
| Social | <p>No change from approved project, other than the spatial provision for retail within the station building. 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) and subject to design development.</p> <p>Therefore, the identification of additional retail space provisioning as a result of design development falls under the existing CSSI Approval.</p> <p>It is also noted that the future fitout and use of this additional space would be subject to separate approval under Part 4 of the EP&A Act.</p> | 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 |
| Economic | No change from approved project. | No additional measures required. | Y | Y | — |
| Visual | No change from approved project, other than additional spatial provision for retail within Level 2 of the station building. 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) and subject to design development. Therefore, the identification of additional retail space provisioning as a result of design development falls under the existing CSSI Approval. | 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 in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|------------------------------------|--|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Land use | <p>The primary use of the station box is for transport infrastructure purposes, however spatial provisioning for retail and other elements to support OSD was included within the CSSI Approval.</p> <p>Therefore, the identification of additional retail space provisioning as a result of design development is consistent with the existing CSSI Approval.</p> <p>The future fitout and use of this additional space would be subject to separate approval under Part 4 of the EP&A Act.</p> | 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

Attach supporting evidence in the Appendix if required. Make reference to the relevant Appendix if used.

| 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 | — |

| 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 |
| | | No additional measures required. | | | |
| Community and stakeholder | <p>The Pitt Street station portals were intended to integrate with a development over the station and subject to design development as proposed in the EIS and clarified in the PIR.</p> <p>The identification of additional space for retail use within the station box is not considered to change the assessment of impacts on adjoining and immediately surrounding properties. Spatial provisioning for retail and other elements of the OSD was provided for in the approval.</p> <p>The processes established in the CSSI Approval to engage with the community through construction of the project will continue to be carried out.</p> <p>The future fitout and use of this additional space would be subject to separate approval under Part 4 of the EP&A Act.</p> | | Y | Y | — |

(Uncontrolled when printed)

| 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 |
| Traffic | <p>No change from approved project, other than the spatial provision for retail within the station building. 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) and subject to design development.</p> <p>Therefore, the identification of additional retail space provisioning as a result of design development falls under the existing CSSI Approval.</p> <p>The future fitout and use of this additional space would be subject to separate approval under Part 4 of the EP&A Act.</p> | 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 | — |

(Uncontrolled when printed)

| 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 |
| Visual | The additional space provisioning for retail purposes is contained entirely within the station box under the CSSI Approval. It will not impact on the visual impact of the final built form of the station or the overall integrated station development. | 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 in addition to project COA and REMMs | Minimal Impact Y/N | Endorsed | |
|----------------|---|--|--------------------|----------|----------|
| | | | | Y/N | Comments |
| Urban design | <p>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.</p> <p>The design changes proposed in this CA are the result of the ongoing design resolution process, and have considered the necessary requirements to support the integration of the station with the OSD.</p> <p>The proposed additional spaces provisioning to support a retail use is not considered to have significant impacts, and are generally consistent with the CSSI Approval.</p> <p>The station and its integration with the OSD will continue to be refined, and will be subject of review by the Design Review Panel as required by conditions of approval.</p> | No additional mitigation measures are 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 | — |



| 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 |
| 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 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 providing for the integration of development over the station and is designed to support the delivery of improved activation within Pitt Street 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:

No other environmental approvals required to support this change in design, however it is noted that the future fitout and use of retail space would be subject to separate approval under the provisions of the *Environmental Planning & Assessment Act 1979* (EP&A Act).



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: | Carolyn Riley | Signature: | |
| Title: | Associate Director Planning, City & Southwest, Sydney Metro | Date: | 26/08/19 |
| Company: | Sydney Metro | | |

Environmental Representative Review

Draft Consistency Assessment has been reviewed, and it is noted that no additional mitigation measures would be required. It is also noted that the fitout and use of the changed space would be subject to further approvals.

As an approved ER for the Sydney Metro City & 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.

| | | | |
|--------|------------------------------|------------|------------|
| Name: | Jo Robertson | Signature: | |
| Title: | Environmental Representative | Date: | 27/08/2019 |

This section is for Sydney Metro only.

Application supported and submitted by

| | | | |
|------------|---|-----------|--|
| Name: | Carolyn Riley | Date: | |
| Title: | Associate Director Planning, City & Southwest, Sydney Metro | 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:

28/8/19

Title:

Director City & Southwest,
Sustainability, Environment
& Planning

Comments:

—

Signature:

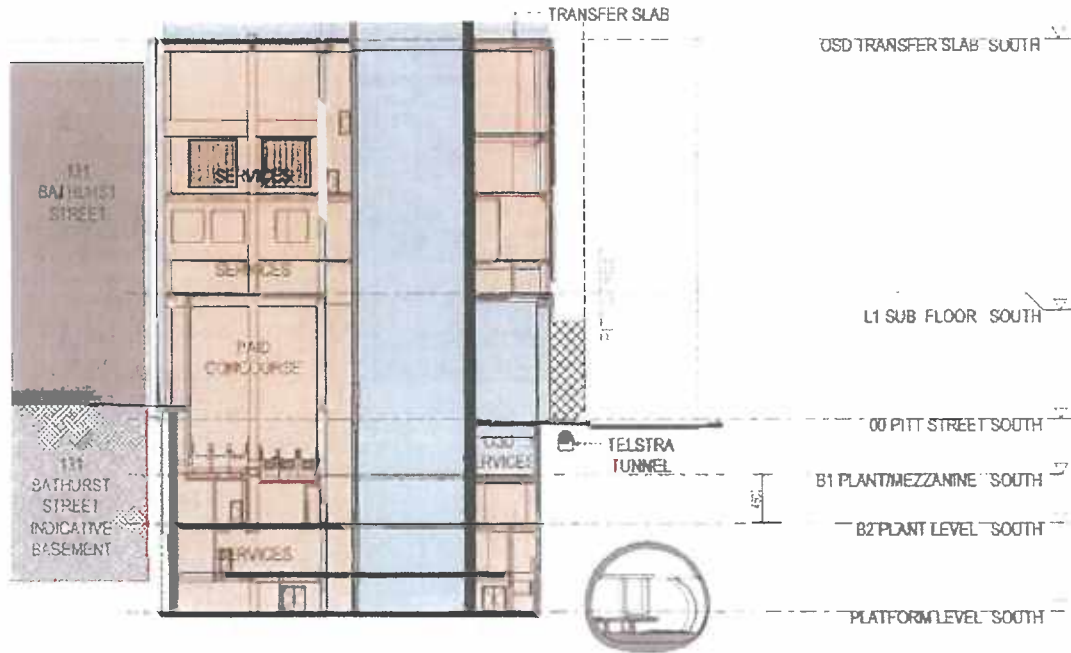
A handwritten signature in black ink, appearing to be 'Fil Cerone', written over a large, light blue circular stamp.

Attachment A: Indicative station layout as per Figure 6.23 of the EIS (CSSI 15_7400)



Figure 6-23 Pitt Street Station – location and indicative layout

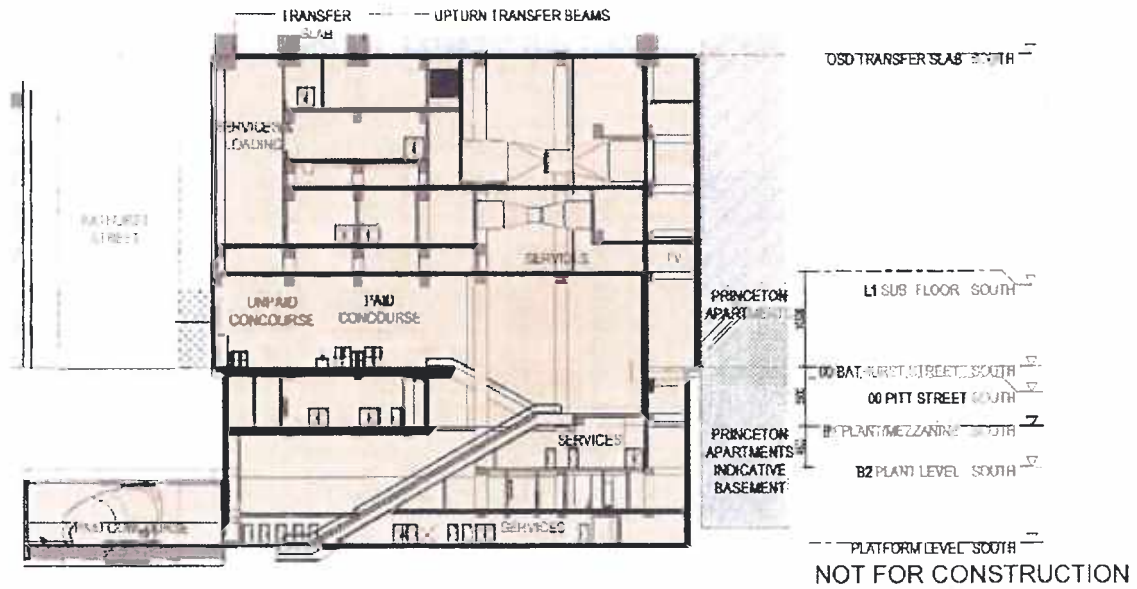
Attachment B: Indicative demarcation drawings as per Appendix D of the PIR (CSSI 15_7400)



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

1 SOUTH SITE E-W SECTION 2

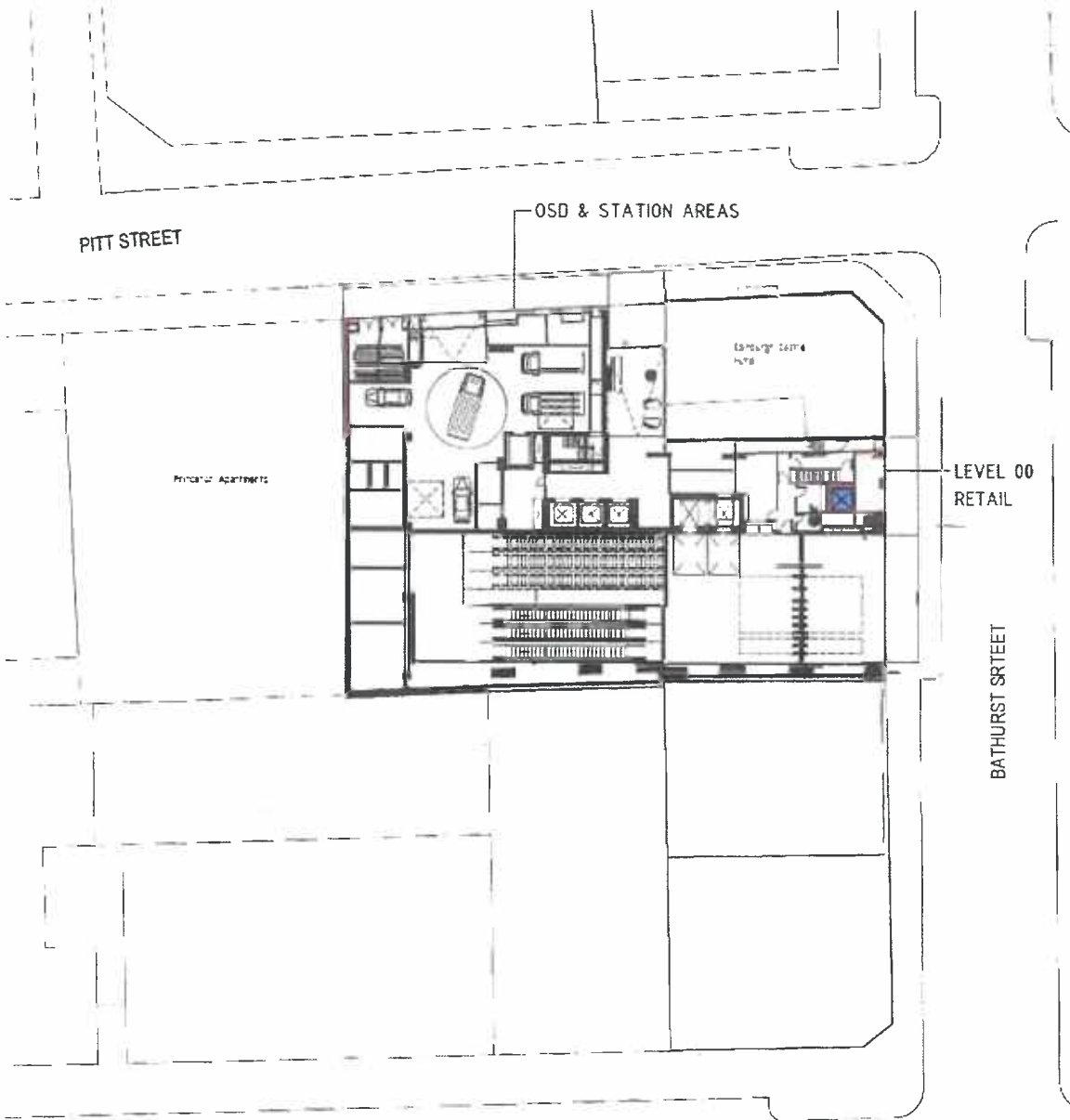


LEGEND

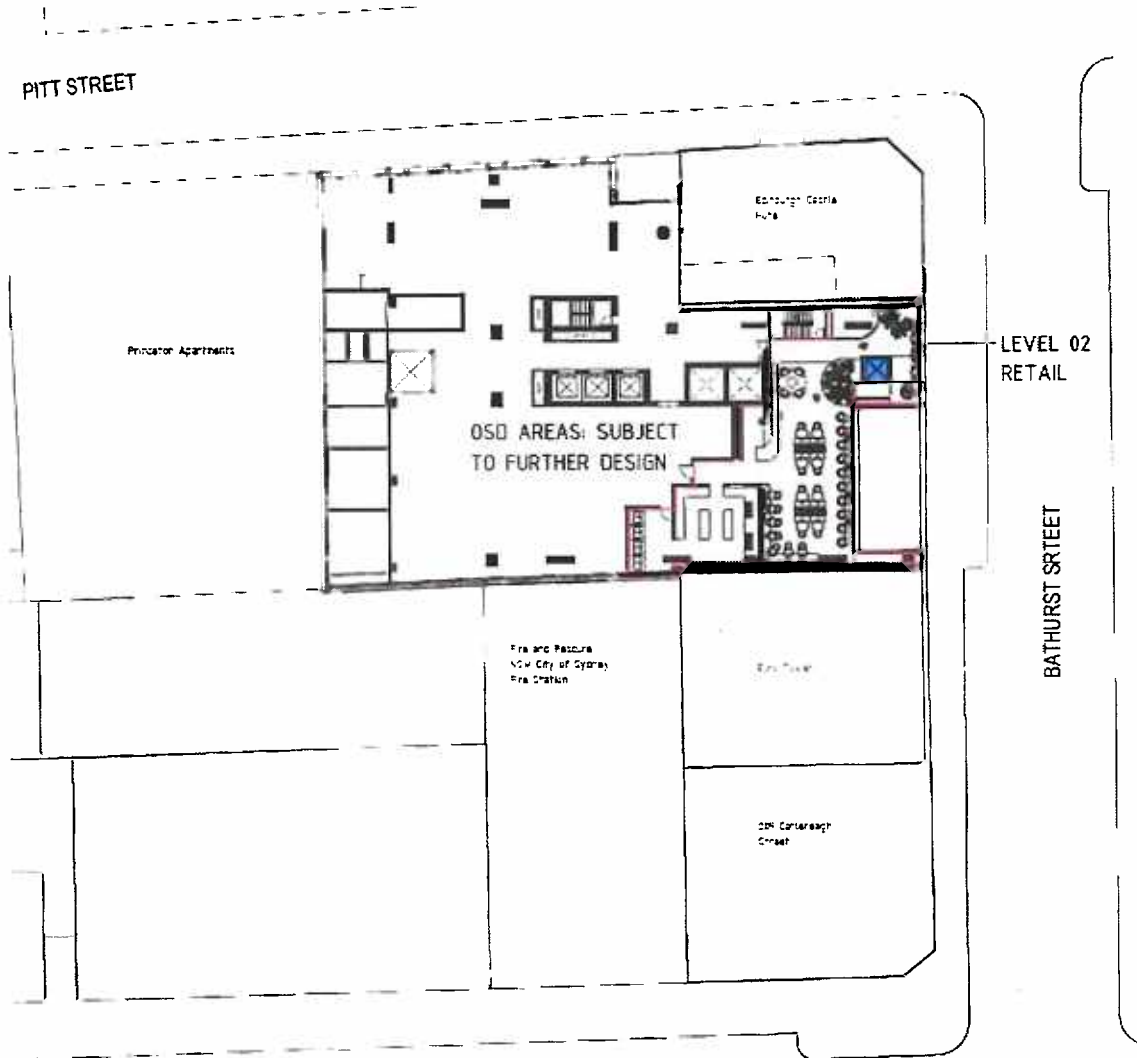
- METRO PROPERTY BOUNDARY
- OSD DEVELOPMENT
SUBJECT TO SEPARATE
ASSESSMENT PROCESS
- STATION
- SHARED ACCESS BETWEEN OSD
AND STATION FOR LOADING ARE/
AND SERVICE LIFT.
- AREA REQUIRED FOR DAY 1
OPERATION.
- OSD ENTRY
- STATION ENTRY
- SERVICE ACCESS

1 SOUTH SITE N S SECTION

Attachment C: Additional retail spatial provisions within station building



Ground Level Retail Area (Level 00 Retail)



Level 02 Retail Area