



Integrated Management System

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Pitt Street North – Integration with ISD design
Prepared by:	Simon Bennett
Prepared for:	Sydney Metro
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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 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. The Preferred Infrastructure Report (PIR) included indicative section drawings which illustrated the interface between the station and the OSD.

Consistency Assessment TfNSW15 identified the height of the transfer slab level as RL 48.00m, relocated ventilation services from Level 1 (towards Park Street) to Level 4 (towards, Pitt, Park and Castlereagh Streets) and designated the resulting vertical space between the station entry and plant levels for future OSD purposes (**Attachment B**). The northern entry to the station was located along on Park Street toward the centre of the street block. At street level, space was provisioned for OSD entries and lobbies at the corners of the block flanking the station entry to either side. A loading and services area for shared use by the station and OSD was located in the north-western corner and accessed from Castlereagh Street.



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-8875) for Pitt Street North Over Station Development
- Detailed Development Application (SSD-10375) for Pitt Street North Over Station Development

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 North 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 and commercial office space within the station building structure and is the subject of this consistency assessment. The height of the station building has increased 600mm to RL48.60m and is also considered in this consistency assessment.

The relevant station design drawings for the proposed works of this consistency assessment are detailed at **Attachments C and D**, which details the extent of additional spatial provisioning for retail and commercial offices within the station building. Note, the use and fitout of the OSD spaces are subject to separate planning approvals under Part 4 of the Act and are not the subject of this consistency assessment.

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

Table 1: Indicative Station and OSD demarcations

Element	EIS / PIR (Oct 2016)	Consistency Assessment TfNSW15 (July 2018)	Consistency Assessment TfNSW41 (August 2020)	Planning Approval Process
Station entry	Via Pitt and Park Streets (Pitt Street access allocated to OSD in PIR)	No change	No change	No further assessment required
OSD entry	Not specified	Via Pitt, Park and Castlereagh Streets	Via Pitt and Castlereagh Streets	No further assessment required
Spatial provision for OSD retail	Not specified	Not specified	Street level – one on corner of Pitt and Park Streets and one on corner of Castlereagh and Park Streets	Subject of this consistency assessment
Space provision for OSD purposes	Not specified	At Levels 1,2 and 3	At Levels 1, 2 and 3	No further assessment required

Loading and servicing	Not specified	Shared between OSD and station with access via Pitt Street	No change	The use of space provisioned for in CSI Approval is subject to separate planning approval
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 39.00	RL 48.00	RL 48.60	Subject of this consistency assessment

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

Works would be carried out within the boundary of the approved Pitt Street North Station. The site is legally described as Lot 20 DP 1255509 and occupies the southern end of the block bounded by Pitt, Park and Castlereagh Streets.

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

Two land use options were proposed for the OSD under the Concept SSD application – either a mixed use development with residential, hotel and commercial office or a commercial office development. Spatial provisioning was made within the station building to accommodate either land use option with OSD entries at street level on the corners of the building, OSD lobbies and back of house services at Level 1, and OSD uses across the majority of Levels 2 and 3. Commercial office has been confirmed as the use for the OSD and requires less space for building entries and lobbies when compared to the mixed use option. This has presented opportunities for further activation and placemaking at street level in addition to the station entry and concourse area. Through additional design work, opportunities have been identified to create two retail tenancies at street level, one on the corner of Pitt and Park Streets and the other on the corner of Castlereagh and Park Streets (**Attachment C**). It is noted that separate approval under Part 4 would be required for the fitout and use of these spaces.

The design for the ISD has a podium which contains the station building in the lower half (covered by the CSSI Approval) and OSD uses in the upper half of the podium (subject to SSD applications). The transfer level between the station building and the OSD has increased 600mm to RL48.60m (**Attachment D**). However, as the transfer level occurs approximately half way up the podium, it does not result any significant additional impacts. It is noted that the overall height of the podium has increased to align with the height of the adjoining heritage buildings and is the subject of a Modification to the Concept SSD approval and is not part of this Consistency Assessment.



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?

An EMP for the integrated station has not yet been developed. The EMP would be prepared and approved in accordance with the Conditions of Approval.

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 approved project included a shared loading and servicing area for the station and OSD, which was accessed from Castlereagh Street. The loading area remains in the same general location.</p> <p>The configuration and operation of the loading area for the OSD (e.g. management of deliveries, access to OSD parking etc) 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>	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
	Dynamic pedestrian modelling undertaken for the ISD demonstrates that the footpaths throughout the precinct will perform at a Level of Service rating 'A' to 'D' under the Fruin walkway criteria and are considered satisfactory. This aspect of the design is addressed in more detail in the Station Design and Precinct Plan required under Condition E101 of the CSSI Approval				
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 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>The OSD proposal to have a single land use (i.e. commercial office) instead of a mixture of uses requires less space at street level for OSD entries and lobbies. The primary OSD entry lobby is now located on Pitt Street with a second entry located on Castlereagh Street that provides access to end of trip bicycle facilities.</p> <p>The optimisation of the OSD entries and lobbies has allowed two retail tenancies to be created on the corners of the building facing Park Street. The use and fit out of the retail tenancies will be the subject of a separate planning application under Part 4 but nonetheless it is considered to be a positive outcome in terms of street activation and passive surveillance.</p> <p>It should be noted that this a reconfiguration of the space which has already been identified for OSD use, and as such, does not significantly alter the arrangement of the station entry.</p>	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 integration of OSD lobbies and retail spaces into the station design 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

<p>Based on a review and understanding of the existing Approved Project and the proposed modifications, is there a transformation of the Project?</p>	<p>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.</p>
<p>Is the project as modified consistent with the objectives and functions of the Approved Project as a whole?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved project</p>
<p>Is the project as modified consistent with the objectives and functions of elements of the Approved Project?</p>	<p>Yes. The proposed works would be consistent with the objectives and functions of the approved works at Pitt Street Station.</p>
<p>Are there any new environmental impacts as a result of the proposed works/modifications?</p>	<p>There would be no new environmental impacts as a result of the proposed works.</p>
<p>Is the project as modified consistent with the conditions of approval?</p>	<p>Yes. The proposed works would be consistent with the conditions of approval.</p>
<p>Are the impacts of the proposed activity/works known and understood?</p>	<p>Yes. The impacts of the proposed works are understood.</p>
<p>Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?</p>	<p>Yes. The impacts of the proposed works can be managed so as to avoid an adverse impact.</p>



13.0 Other Environmental Approvals

Identify all other approvals required for the project:

N/A

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:	Simon Bennett	Signature:	
Title:	Senior Manager, Planning Approvals		
Company:	Sydney Metro	Date:	14 September 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)

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:	Michael Wooley	Signature:	
Title:	Environmental Representative, Sydney Metro – City and South West	Date:	15 September 2020

This section is for Sydney Metro only.

Application supported and submitted by

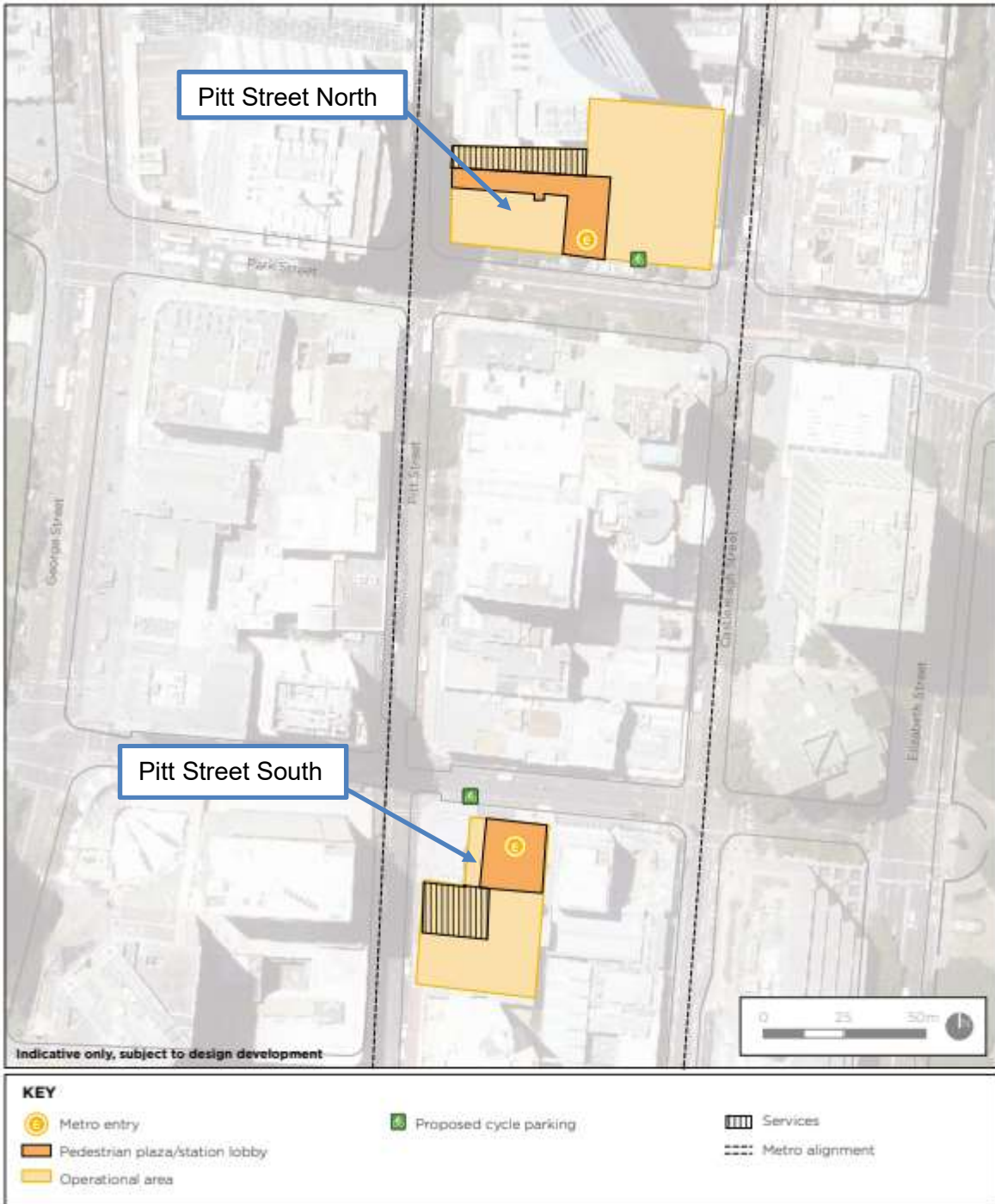
Name:	Yvette Buchli	Date:	15/09/2020
Title:	Associate Director, Planning Approvals	Comments:	
Signature:			

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

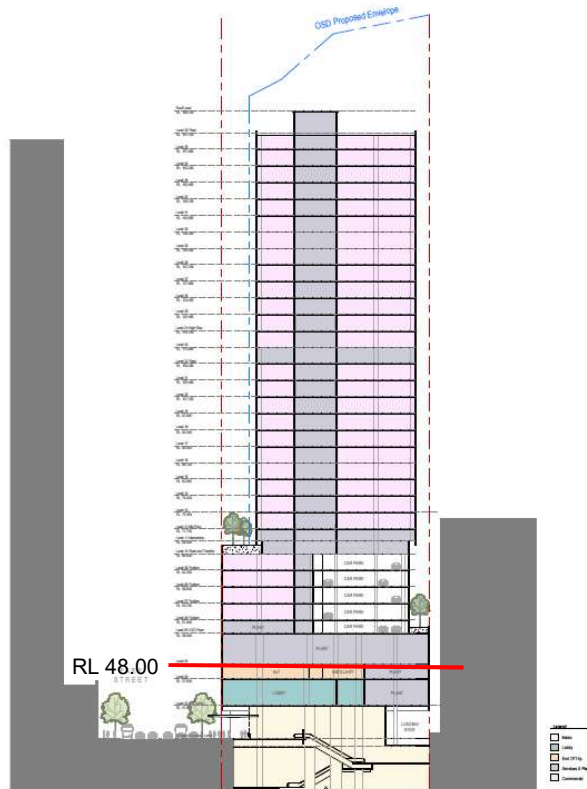
- Yes The proposed activity/works are consistent and no further assessment is required.
- No The proposed works/activity is not consistent with the Approved Project. A modification or a new activity approval/ consent is required. Advise Project Manager of appropriate alternative planning approvals pathway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

Endorsed by			
Name:	Fil Cerone	Date:	16 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)



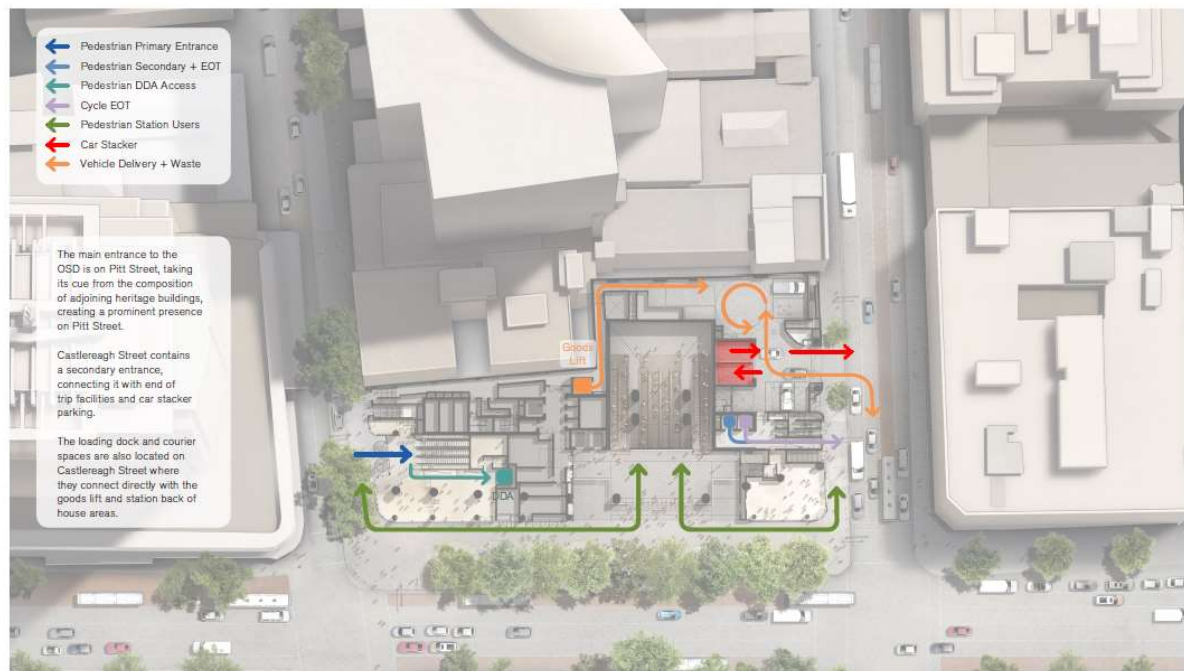
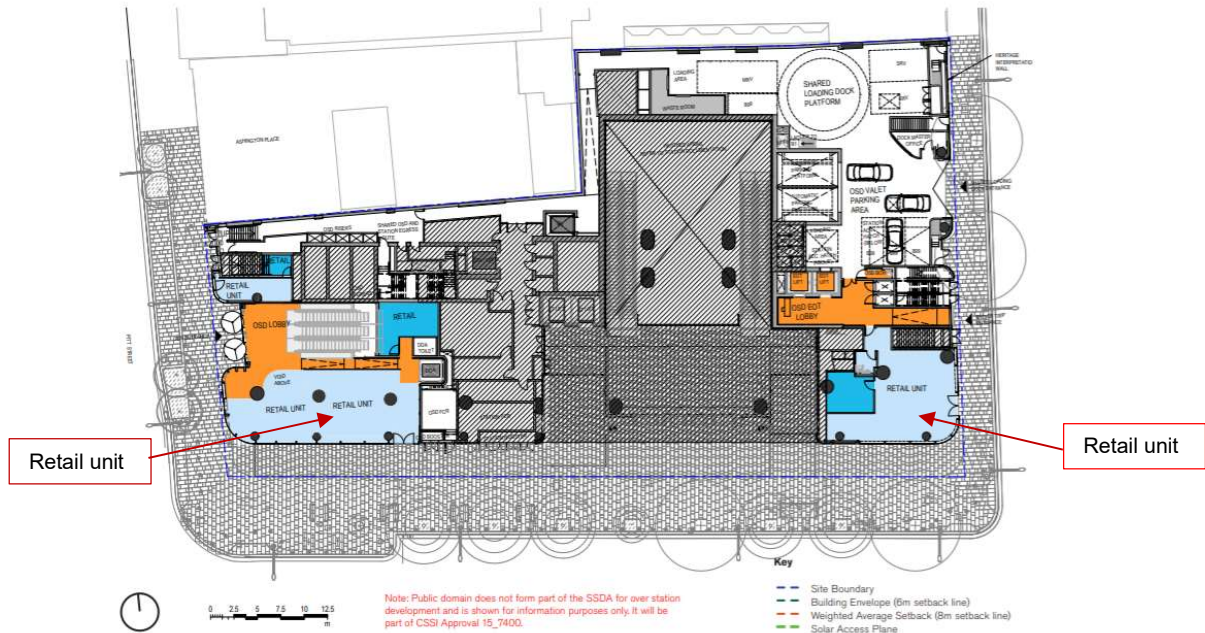
Pitt Street North OSD

Drawing: Typical Section
Drawing no: JK02-08
Scale: A3
Date: 28/11/18

Architect: Sighe
Lang, Tillet, Corrie
15 South Place
Sydney NSW 1000
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Attachment C: Ground floor station and OSD demarcation (Detailed SSD)



Attachment D: OSD Transfer Level (Detailed SSD)

