

Planning Approval Consistency Assessment Form

SM ES-FT-414

Sydney Metro Integrated Management System (IMS)

Assessment Name:	Safeguarding the MLC pedestrian link at Sydney Metro Martin Place Station.
Prepared by:	Sydney Metro
Prepared for:	Sydney Metro and Martin Place integrated station contractor
Assessment number:	TfNSW 69
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1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

SSI_7400 Sydney Metro City & Southwest – Chatswood to Sydenham, as modified.
 Modification 1 – Relocation of Victoria Cross northern services building, additional station entry and relocation of Artarmon Substation
 Modification 2 – Central Walk
 Modification 3 – Martin Place Metro Station
 Modification 4 – Sydenham Station and Sydney Metro Trains Facility South
 Modification 5 – Blues Point acoustic shed
 Modification 6 – Administrative Changes
 Modification 7 – Modify Condition E100
 Modification 8 – Blues point Access Site
 Modification 9 – Extension to standard construction hours

Date of determination:	Infrastructure approval date (SSI_7400) – 9 January 2017 Mod 1 – 18 October 2017 Mod 2 – 21 December 2017 Mod 3 – 22 March 2018 Mod 4 – 13 December 2017 Mod 5 – 2 November 2018 Mod 6 – 21 February 2019 Mod 7 – 24 June 2020 Mod 8 – 25 November 2020 Mod 9 – 30 June 2022	Type of planning approval:	Critical State Significant Infrastructure (CSSI)
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Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

Chatswood to Sydenham Environmental Impact Statement, May 2016 (SSI-7400)
 Chatswood to Sydenham Submissions and Preferred Infrastructure Report, October 2016
 Chatswood to Sydenham Conditions of Approval, 9 January 2017, as modified

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Modification 3 – Martin Place Station Modification Report, June 2017 (SSI-7400-MOD-3)
 Martin Place Station Modification Submissions Report, 13 September 2017

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 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.

The approved Martin Place Station project involved a new station entry on the southern side of Hunter Street between Castlereagh and Elizabeth Streets, and a new station entry on the southern side of Martin Place between Castlereagh and Elizabeth Streets. At Sydney Metro Martin Place Station, the approved works associated with the Sydney Metro included:

- A northern entry via a pedestrian plaza opening to Castlereagh, Hunter and Elizabeth Streets;
- A future northern entry via an underground pedestrian connection below Hunter Street to O’Connell Street and / or Bligh Street (subject to future development of that site);
- A southern entry via a pedestrian plaza opening to Martin Place and Castlereagh Street;
- New underground pedestrian link between the existing suburban Martin Place Station heavy rail platforms and the metro station platforms;
- Transport integration elements including new bike parking hoops on Castlereagh Street at both station entries and retention of existing bus stops and taxi ranks close the station on Elizabeth and Castlereagh Streets; and
- Closure of existing access and egress points, including the underground connections, to the west of Elizabeth Street from Martin Place to the underground concourse connection to the existing Martin Place Station.

MLC link

The existing underground pedestrian connection from the MLC Centre food court (immediately west of the Sydney Trains Martin Place Station) is known as the “MLC Link” (Appendix A). The EIS identified that this link will be closed by the project.

Modified CSSI Approval (MOD 3)

Modification 3 (MOD 3) to the Sydney Metro City & Southwest project (SSI-7400) aligned the station and indicative OSD concepts with the Unsolicited Proposal pursued separately by Macquarie Corporate Holdings Limited (Macquarie) (SSD 8351). The MOD 3 and SSD 8351 were approved by DPE on 22 March 2018. MOD 3 modified the CSSI Approval to allow the underground link to the MLC centre to be retained (Appendix A).

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The main changes that were sought as part of MOD 3 included:

- A larger, reconfigured station layout, including the addition of land at 9-19 Elizabeth Street and the alterations to the street level layout of the station entries.
- The provision of a new unpaid concourse link between the northern and southern station entries, extending beneath 50 Martin Place.
- The retention of the existing MLC pedestrian link and works to connect the link to the Sydney Metro Martin Place Station.

2. Description of proposed change which is the subject of this assessment

As part of carrying out the project works, the MLC Link has been retained and structural works have been completed to connect this link to the new Sydney Metro Martin Place Station. However, as part of ongoing discussions with the landowners of the MLC Link, the City of Sydney and Dexus (refer to Section 6), and because agreement to re-open the link has not been reached with the landowners, the connection of the MLC Link to the station cannot be opened as part the scope for Day 1 operations of the station.

Accordingly, it is proposed that opening of the connection from the MLC Link to Sydney Metro Martin Place Station no longer form part of the project scope.

Notwithstanding that it is proposed to not form part of the project scope, the opening of the connection to the MLC Link has been safeguarded and its future delivery would be considered as part of any future adjacent redevelopment and refurbishment projects.

This Consistency Assessment has considered the proposal not to open the connection from the MLC Link to Sydney Metro Martin Place Station and has also considered the works associated with safeguarding the future opening of the MLC Link, such as the installation of break-out panels where it connects to the new Sydney Metro Martin Place Station.

Any temporary use of the space within the station that would connect to the MLC Link does not form part of this Consistency Assessment and the relevant assessment and approvals would be the responsibility of the integrated station contractor.

The Proposed Change (Appendix A) – In summary, the proposed change involves the MLC Link being retained but that the opening of the MLC Link and associated connection to the Sydney Metro Martin Place Station not forming part of the project.

3. Timeframe

There is no change to the timeframe of the project. The delivery and timing of the future connection of the MLC Link would be subject to consideration as part of any future adjacent redevelopment and refurbishment projects.

4. Site description

The MLC pedestrian link is shown in Figure 6-2 of the Martin Place Modification Report (MOD 3) (extract provided in Appendix A). The link extends across the following lots of land:

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- Lot 7005 in DP1120403;
- Lot 1 in DP260232;
- Lot 1 in DP598704;
- SP12322; and
- Beneath Castlereagh Street.

Landowners of the MLC Link include the City of Sydney and Dexus.

5. Site Environmental Characteristics

The site’s environmental characteristics remain the same as the approved project, as the approved project contemplates the works for retaining the MLC link and connection to the station. This Consistency Assessment does not relate to any additional works or works outside the subject site.

6. Justification for the proposed change

While the MLC Link and associated connection are no longer proposed to be opened as part of the project, the connection of the MLC Link to the Sydney Metro Martin Place Station has been safeguarded and will be able to be carried out in future. However, because agreement to re-open the existing MLC link to provide this connection has not been reached with the landowners of the existing MLC Link, being the City of Sydney and Dexus (owners of the MLC Centre), providing this connection as part of Day 1 operations of the station will not be able to be achieved. Accordingly, the proposed course is for the opening of the MLC Link and associated connection to not form part of the project scope and be addressed at the time of opening in the future.

It is acknowledged that, in order for the MLC Link to be re-opened, substantial works may be needed for the existing MLC Link to comply with safety standards and the Disability Discrimination Act (DDA), such as fire and life safety upgrades. It has been considered by the relevant stakeholders that the timing of this work may best be considered as part of the any future adjacent redevelopment and refurbishment proposals and therefore the future opening of a connection of the MLC Link to the station could occur at this time.

7. Environmental Benefit

No additional environmental benefits are associated with the proposal.

8. Control Measures

Will a project and site specific EMP be prepared?	<input type="checkbox"/> Yes	Are appropriate control measures already identified in an existing EMP?	<input checked="" type="checkbox"/> Yes
	<input checked="" type="checkbox"/> No		<input type="checkbox"/> No

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9. Conditions of approval

Will the proposal be consistent with the conditions of approval?

Yes

No

10. Impact Assessment – Construction

All works to connect the Sydney Metro Martin Place Station to the existing MLC Link have been completed. The only construction required as part of this Consistency Assessment are safeguarding works such as the installation of break-through panels. These works are very minor in nature and not anticipated to result in any change in impacts from the approved project.

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in 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	
Soils and contamination	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 change from approved project	No additional measures required	Y	Y	
Aboriginal heritage	No change from approved project	No additional measures required	Y	Y	
Non-Aboriginal heritage	No change from approved project	No additional measures required	Y	Y	
Community and socio-economic	No change from approved project	No additional measures required	Y	Y	
Traffic and transport	No change from approved project	No additional measures required	Y	Y	
Waste and resource management	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 change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Minimal Impact Y/N	Endorsed	
				Y/N	Comments
Visual	No change from approved project	No additional measures required	Y	Y	
Land use and property	No change from approved project	No additional measures required	Y	Y	
Hazard and risk	No change from approved project	No additional measures required	Y	Y	
Other	No change from approved project	No additional measures required	Y	Y	

11. Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during operation (if control measures implemented) of the proposed change, relative to the relevant impact in 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	
Soils and contamination	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 change from approved project	No additional measures required	Y	Y	
Aboriginal heritage	No change from approved project	No additional measures required	Y	Y	
Non-Aboriginal heritage	No change from approved project	No additional measures required	Y	Y	

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<p>Community and socio-economic</p>	<p>Community The potential benefit to some of the business in the MLC Centre could not be achieved on the Day 1 of the station operations. However, it should be noted that the MLC link has been closed since 2018 and the proposed southern entry and exit to the Metro station would provide efficient access between the stations and the MLC centre using the existing foot path network</p>	<p>No additional measures required</p>	<p>Y</p>	<p>Y</p>	
<p>Traffic and transport</p>	<p>As is evident through pedestrian assessments which supported the CSSI EIS, the MLC pedestrian link was not relied upon for underground pedestrian flow to and from the station. MOD 3 reinstated the retention of the MLC pedestrian link as part of the approved project as it was considered the retention of the link could impact station connectivity and permeability. However, the MLC pedestrian link was never fundamentally depended upon for pedestrian circulation to and from the station. There would be no impact on the operation of the Station or surrounding pedestrian network as a result of not opening the MLC Link connection on Day 1. The proposed changes would therefore be consistent with the Approved Project.</p>	<p>No additional measures required</p>	<p>Y</p>	<p>Y</p>	
<p>Waste and resource management</p>	<p>No change from approved project</p>	<p>No additional measures required</p>	<p>Y</p>	<p>Y</p>	

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Visual and urban design	The use of hoarding / break-through panels would be required to temporarily block the connection point with the MLC link from pedestrians utilising the Station B1 concourse. This would be undertaken in a manner to minimise any visual impact.	No additional measures required	Y	Y	
Land use and property	No change from approved project	No additional measures required	Y	Y	
Hazard and risk	No change from approved project	No additional measures required	Y	Y	
Other	No change from approved project	No additional measures required	Y	Y	

12. Consistency with the Approved Project

Question	Consider the following:
Is the project (including the proposed changes) consistent with the conditions of approval?	Yes. The works are consistent with the conditions of approval. The MLC Link would be retained, and structural works would be completed within the project boundary to facilitate the opening of the link in the future after the Sydney Metro Martin Place Station is completed. The potential future connection, to be delivered by others, has been identified in the Interchange Access Plan required by the conditions of approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	Yes. The project will continue to provide a new metro line between Chatswood and Sydenham, including a new station at Martin Place. The objectives of the project will continue to be met, including providing a transport system that is able to satisfy long-term demand.
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	Yes. The proposed works would not result in any changes to environmental impacts as assessed in the project approval.
Is the change within the envelope of what has been approved?	Yes. The changes identified in this assessment are within the envelope of what has been approved.
Are there any new environmental impacts as a result of the proposed works/project changes?	No. The removal of the opening of the MLC link connection to the Sydney Metro Martin Place Station does not introduce any new environmental impacts not already assessed and are already being appropriately managed in accordance with the conditions of approvals, approved construction management plans and within the applicable regulatory framework.
Are the impacts of the proposed activity/works known and understood?	Yes. The impacts are known and understood.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	Yes. The impacts can be managed to avoid an adverse impact.
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:	No other approval required.
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14. Recommendation

Based on the above impact assessment, and with reference to the Sydney Metro Chatswood to Sydenham EIS, SPIR, SR, and Martin Place Modification 3, including the conditions of approval, it is recommended that:

Tick relevant box	
The proposed change has negligible or no more than negligible impacts on the environment or community however is consistent with the Approval, including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	✓
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	

Author certification

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 change; and
- Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.

Name:	Aman Brar	Signature:	<i>Amandeep</i>
Title:	Manager Planning Approvals		
Company:	Sydney Metro	Date:	23/02/2023

Environmental Representative Review

As an approved ER for the Sydney Metro City & Southwest (Chatswood to Sydenham) 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 Woolley	Signature:	
Title:	Environmental Representative	Date:	1 March 2023

Assessment Supporting Signature

Application supported and submitted by

Name:	Yvette Buchli	Date:	02/03/2023
Title:	Associate Director Planning Approvals	Comments:	
Signature:	<i>Yvette Buchli</i>		

Assessment Endorsement

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

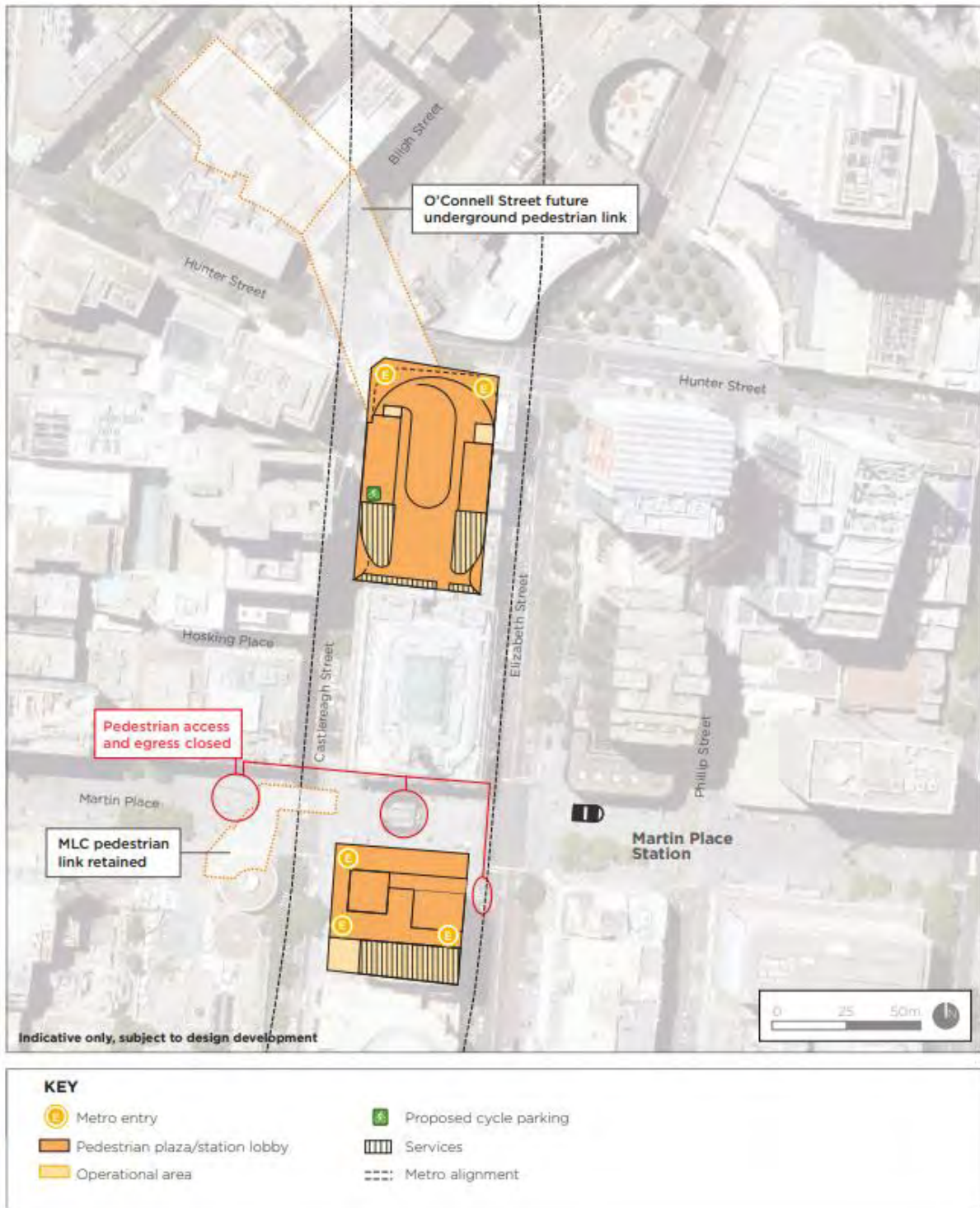
Yes The proposed change is consistent with the Approved Project and no further assessment is required.

No The proposed change is not consistent with the Approved Project.

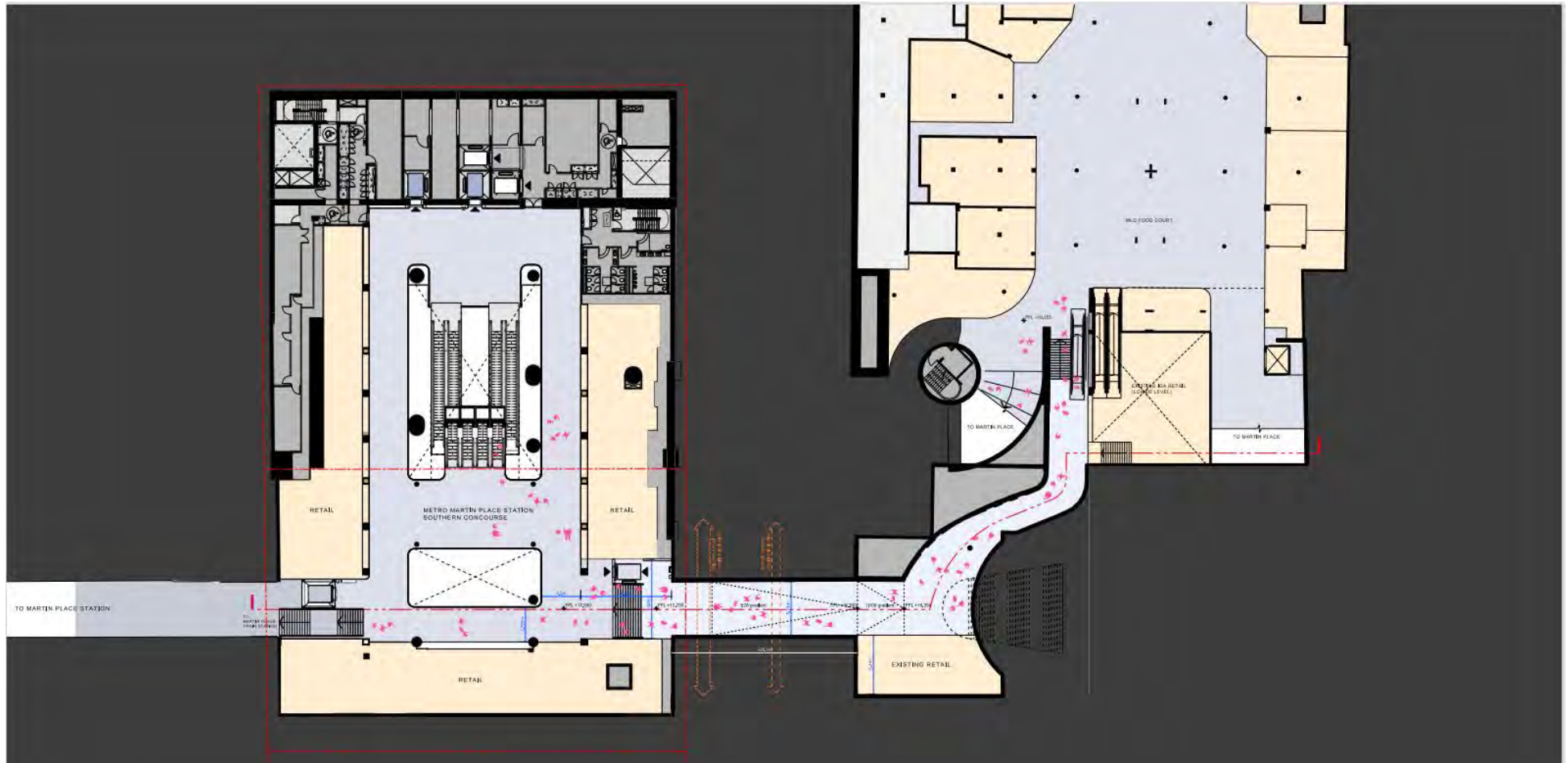
A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	Fil Cerone	Date:	2 February 2023
Title:	Director, City & Southwest, Environment, Sustainability & Planning	Comments:	
Signature:			

Appendix A – MLC Link



Appendix B- Plan view of Basement B1



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