



Sydney Metro

Pitt Street North Over Station Development

Stakeholder Consultation Pre-Lodgment Summary Report

CONCEPT SSD DA SECTION 4.55(2) MODIFICATION

Prepared for Pitt Street Developer North Pty Ltd

29 June 2020

Revision E

MOD

Issued for State Significant Development Application

SMCSWSPS-KJA-OSN-PL-REP-000002

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Common Abbreviations

Abbreviation	
CSSI	Critical State Significant Infrastructure
DA	Development Application
PSS-ISD	Pitt Street Station - Integrated Station Development
DPIE	NSW Department of Planning, Industry and Environment
SM	Sydney Metro (refers to both the NSW Government authority and metro system)
SSD	State Significant Development
OSD	Over Station Development
EIS	Environmental Impact Statement
CoS	City of Sydney
CBD	Central Business District

1. BACKGROUND

1.1 Introduction

This report has been prepared to accompany a detailed State Significant Development (SSD) development application (DA) for a commercial over station development (OSD) above the new Sydney Metro Pitt Street Station northern portal – otherwise known as Pitt Street North OSD. The detailed SSD DA is consistent with the concept Approval (SSD 17_8875) granted for the maximum building envelope on the site, as proposed to be modified.

The NSW Minister for Planning and Public Spaces, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (NSW DPIE) for assessment.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 25 October 2019.

The detailed SSD DA seeks development consent for:

- The design, construction, and operation of a new commercial tower with a maximum building height of RL 176.8 (39 levels) including ground and plant levels;
- A total of 55,743m² GFA, including station floor space;
- Private landscaped terraces on levels 10 and 11 to support the commercial OSD use;
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers.
- Use of spaces within the CSSI 'Sydney metro box' building envelope for the purposes of:
 - Retail tenancies;
 - Commercial lobby and amenities including end of trip facilities;
 - 40 car parking spaces within the podium relating to the OSD commercial use;
 - Loading and services access; and
 - Pedestrian entrances to the OSD from Pitt Street and Castlereagh Street.
- Provision and augmentation of utilities and services (including within basement level 1);
- Provision of signage zones; and
- Stratum subdivision (staged) between metro station and OSD uses.

The modification application proposes the following changes to the approved OSD Concept DA:

- Amend the concept building envelope plans approved on 25 June 2019 by the Minister under application number SSD 8875 to modify the podium envelope:

- at the Castlereagh Street facade to facilitate better built form relationship with the scale of the adjacent Masonic Building Loading and services access; and
- at the Pitt Street facade to facilitate better built form relationship with the scale of the adjacent National Building, and continuing round to the Park Street and southern Castlereagh Street facades;
- Amend condition A15 and A17 to permit the protrusion beyond the building envelope for the purpose of sunshading elements, planted elements and balustrades;
- Increase in the total GFA across the site to 55,743sqm (including station floorspace);
- Reallocate floorspace between OSD and station uses to maintain consistency with what is being delivered under CSSI; and
- Make minor amendments to the Design Guidelines in respect to podium heights and tower setbacks

1.2 SEARs

This report has been prepared in response to the requirements contained within the SEARs dated 25 October 2019. Specifically, this report has been prepared to respond to the SEARs requirements summarised in Table 1.

TABLE 1 - SEARs requirements

Item	Description of Requirement	Section Reference (this report)
Consultation	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> · City of Sydney Council · NSW Government Architect · Roads and Maritime Services · Sydney Trains · Sydney Metro · Sydney Coordination Office within Transport for NSW · Sydney Airport Corporation Limited and the Civil Aviation Safety Authority · Heritage NSW, Community Engagement Group, Department of Premier and Cabinet · NSW Police · Fire and Rescue NSW · Surrounding residents, businesses and local community groups 	3

	The EIS must include a report describing pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues. Where amendments have not been made to address an issue, a short explanation should be provided.	
14	Pre-submission consultation statement. The EIS shall include a report describing pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues	3

1.3 Conditions of Consent

This report has also been prepared in response to the following Condition of Consent for the State Significant Development concept (SSD 8875) for the north OSD summarised in Table 2.

Table 2 - Concept Approval Conditions of Consent

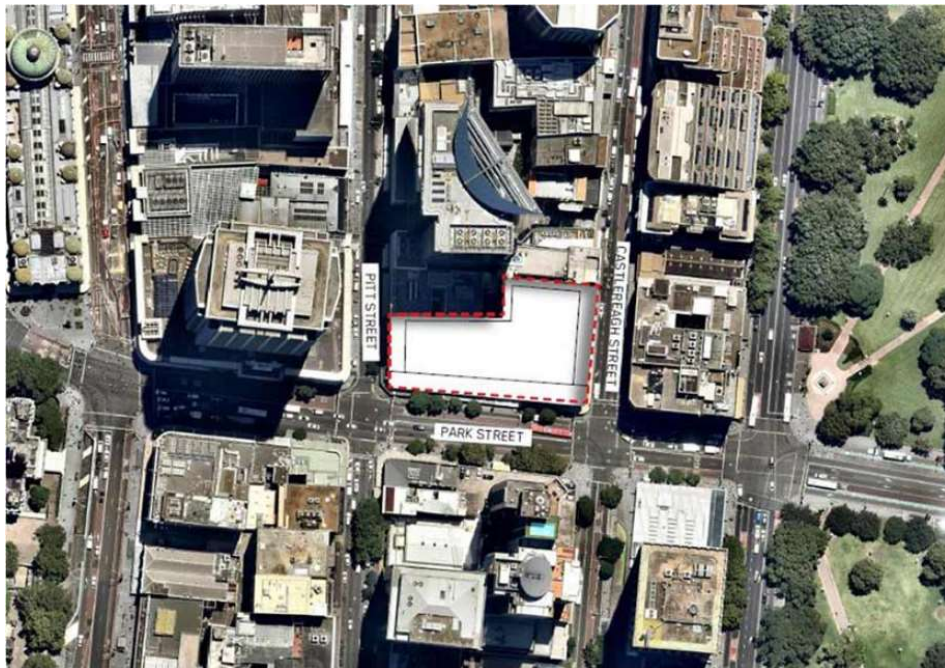
Item	Description of Requirement	Section Reference (this report)
A11(a)	Consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and	3
A11(b)	provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party and the Applicant and how the Applicant has addressed the matters not resolved.	3

1.4 The Site

The site is located within the Sydney CBD, approximately 160m east of Sydney Town Hall and the Town Hall railway station. It has three separate street frontages, Pitt Street to the west, Park Street to the south and Castlereagh Street to the east. The area surrounding the site consists of predominantly commercial high-density buildings and some residential buildings, with finer grain and heritage buildings dispersed throughout.

The site has an approximate area of 3,150sqm and is now known as Lot 20 in DP1255509. The street address is 252 Pitt Street, Sydney.

Figure 1 – Location Plan



1.5 Sydney Metro

Sydney Metro is Australia's biggest public transport program. A new standalone railway, this 21st century network will revolutionise the way Sydney travels. There are four core components:

Sydney Metro Northwest (formerly the 36km North West Rail Link)

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards. In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting

employment growth and housing supply between the two CBDs. The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

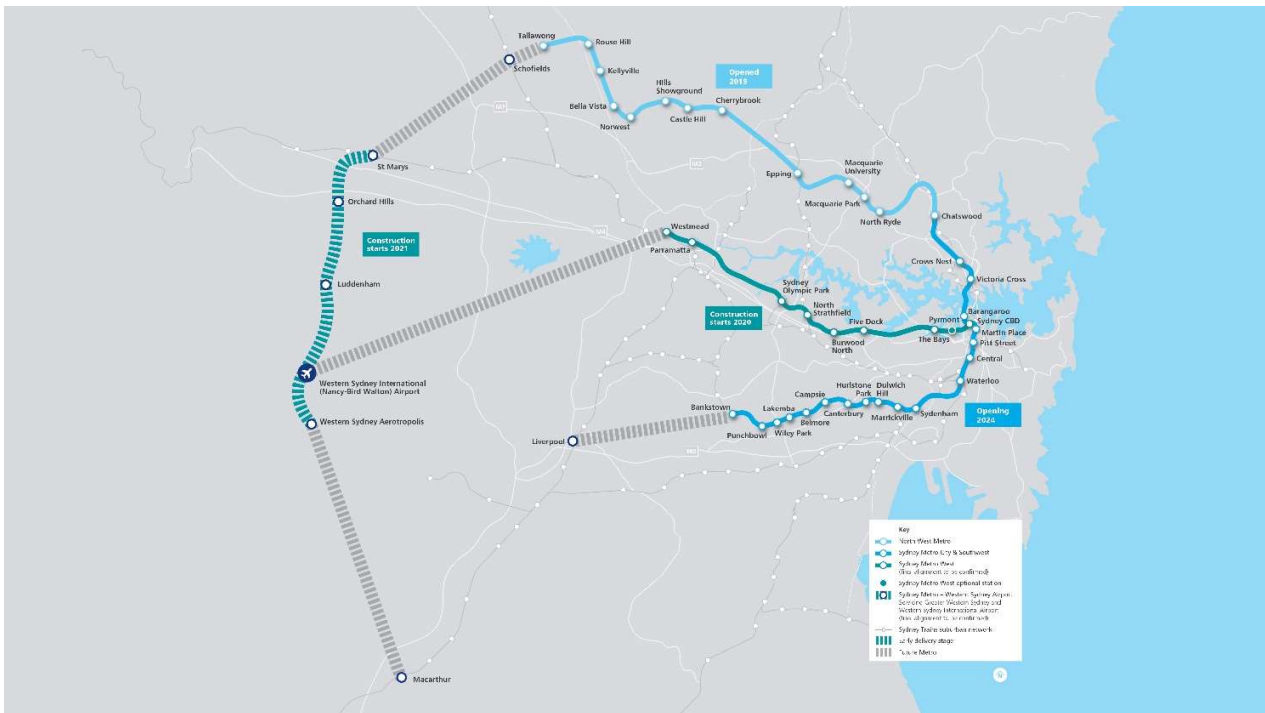
The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

Sydney Metro – Western Sydney Airport

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City’s growth for generations to come, connecting communities and travellers with the rest of Sydney’s public transport system with a fast, safe and easy metro service. The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro Project is illustrated in the Figure 2 below.

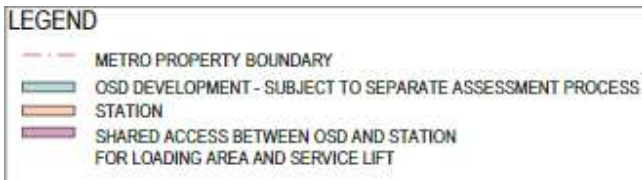
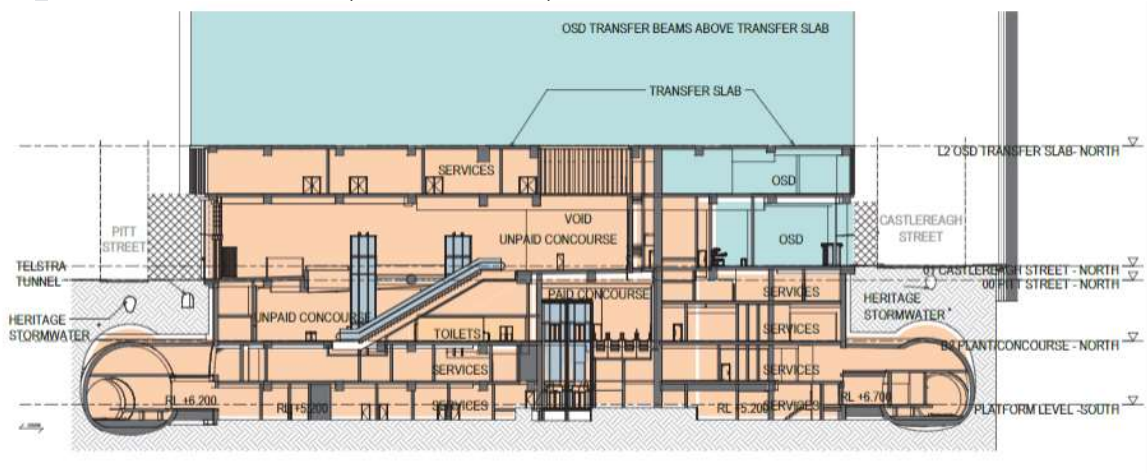
Figure 2 – Sydney Metro Alignment Map Source: Sydney Metro



On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Pitt Street Station, including the demolition of existing buildings and structures on both sites (north and south). The CSSI Approval also includes construction of below and above ground works within the metro station structure for appropriate integration with over station developments.

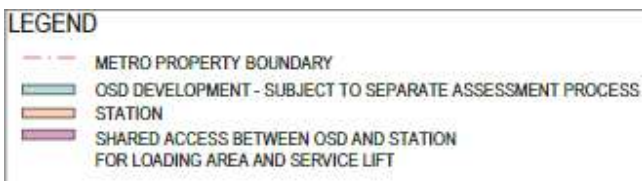
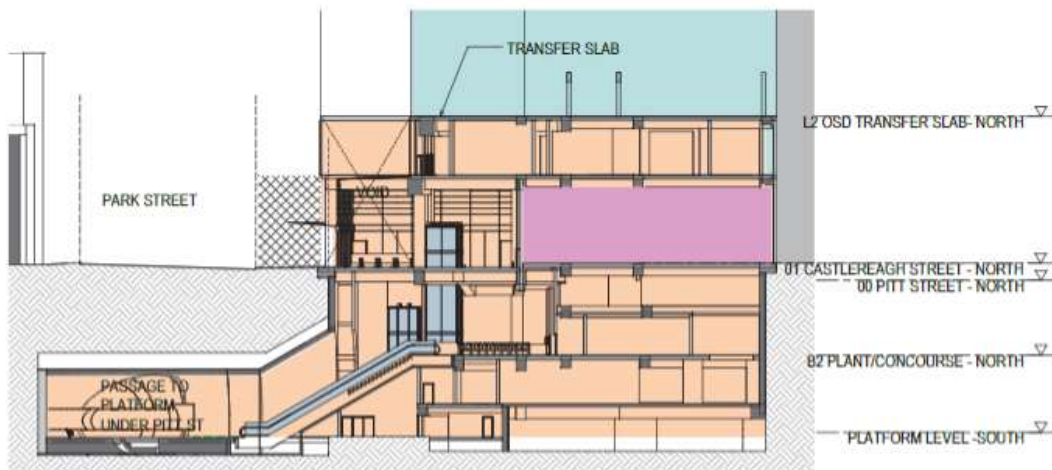
The CSSI Approval included Indicative Interface Drawings for the below and above ground works at Pitt Street North Metro Station site. The delineation between the approved Sydney Metro works, generally described as within the “metro box”, and the OSD elements are illustrated below. The delineation line between the CSSI Approved works and the OSD envelope is generally described below or above the transfer slab level respectively.

Figure 3 – Pitt Street Station – North (East-West Section)



Source: CSSI Preferred Infrastructure Report (TfNSW)

Figure 4 – Pitt Street Station – North (North-South Section)



Source: CSSI Preferred Infrastructure Report (TfNSW)

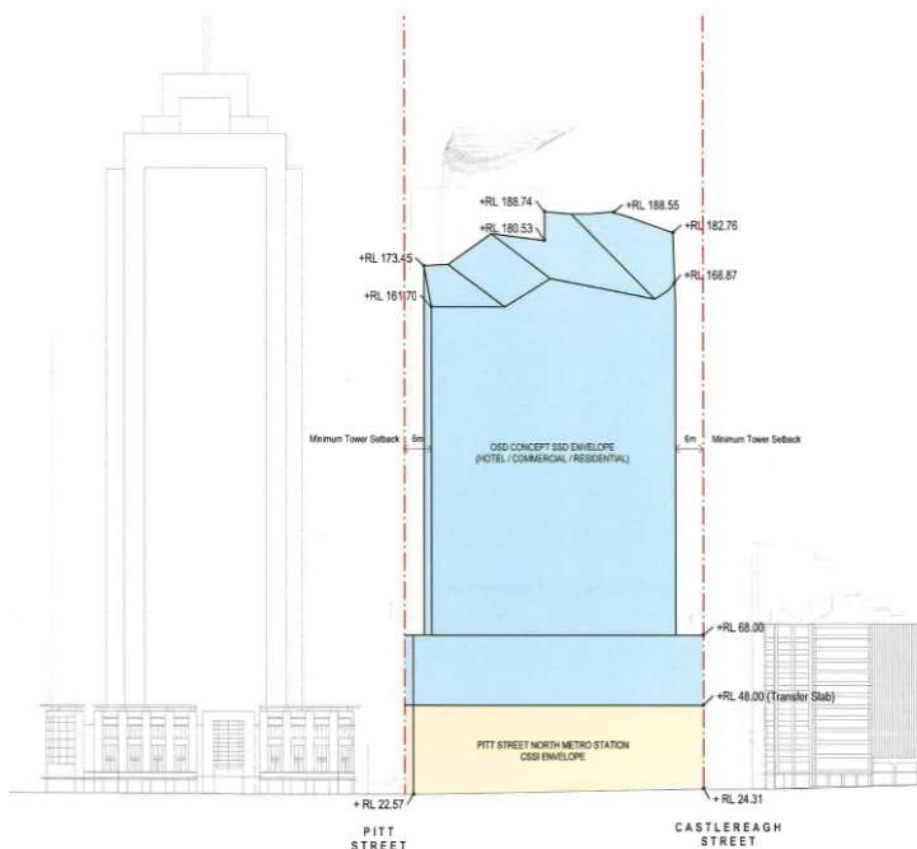
The Preferred Infrastructure Report (PIR) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design of the “metro box” may vary from the concept design assessed within the planning approval.

As such in summary:

- The CSSI Approval provides consent for the construction of all structures within the approved “metro box” envelope for Pitt Street North.
- The CSSI Approval provides consent for the fit out and use of all areas within the approved “metro box” envelope that relate to the ongoing use and operation of the Sydney Metro.
- The CSSI Approval provides consent for the embellishment of the public domain, and the architectural design of the “metro box” envelope as it relates to the approved Sydney Metro and the approved Pitt Street North Station Design and Precinct Plan.
- Separate development consent however is required to be issued by the NSW DPIE for the use and fit-out of space within the “metro box” envelope for areas related to the OSD, and notably the construction and use of the OSD itself.

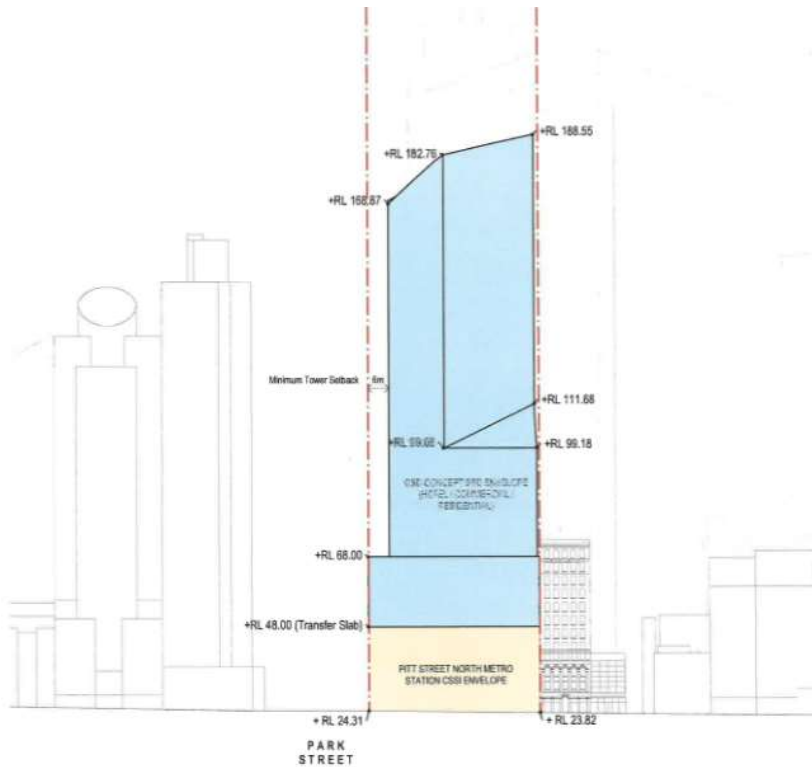
As per the requirements of clause 7.20 of the *Sydney Local Environmental Plan 2012*, as the OSD exceeds a height of 55 metres above ground level (among other triggers), development consent is first required to be issued in a Concept (formerly known as Stage 1) DA. This is described below.

Figure 5 – Pitt Street North Concept SSD DA – Envelope – South Elevation



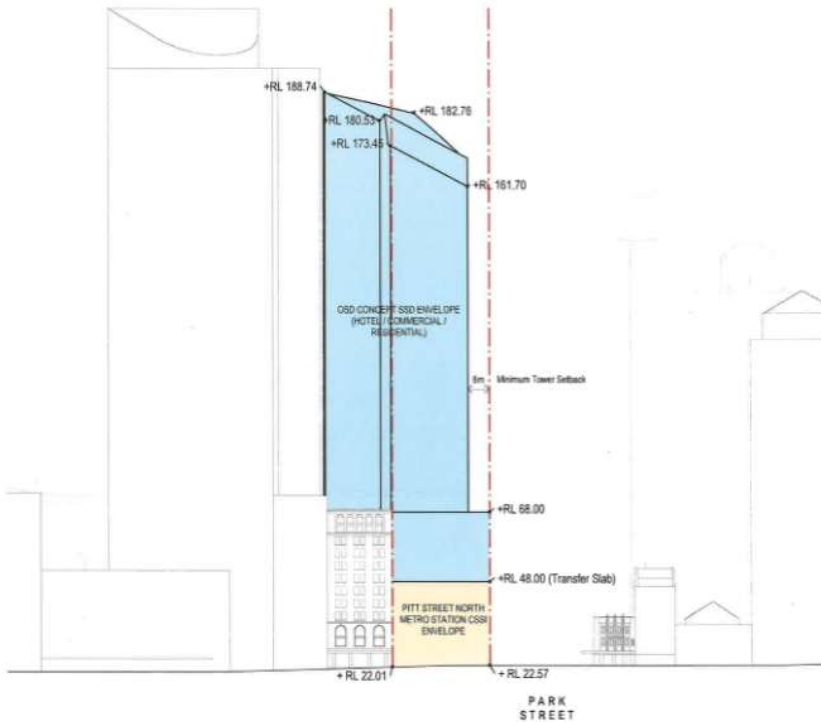
Source: SSD 8875 Concept Stamped Plans

Figure 6 – Pitt Street North Concept SSD DA – Envelope – East Elevation



Source: SSD 8875 Concept Stamped Plans

Figure 7 – Pitt Street North Concept SSD DA – Envelope – West Elevation



Source: SSD 8875 Concept Stamped Plans

1.6 Consultation summary

Consultation for the Pitt Street North OSD, proposed to be delivered by Pitt Street Developer North Pty Ltd, was carried out with key stakeholders during the first half of 2020. Consultation activities and public communication materials included the following:

- One on one stakeholder meetings and presentations;
- A4 public community information newsletter distributed to all properties within 500m of the PSS-
ISD site (see figure 8); and
- E-Newsletter to the Sydney Metro Pitt Street distribution list.

Pitt Street Developer North Pty Ltd has had the opportunity through this consultation process to meet and discuss the project with over 18 different stakeholder groups, which included government agencies, groups such as the Committee for Sydney and the City of Sydney Council staff.

2. CONSULTATION AND ENGAGEMENT APPROACH

This report outlines the consultation and engagement specific to the Pitt Street ISD (North) by Pitt Street Developer North Pty Ltd and Sydney Metro. It summarises activities carried out during the consultation period, such as stakeholder meetings, emails and phone calls and outcomes from this consultation. This report also incorporates feedback received from earlier consultation conducted by Sydney Metro in late 2019.

2.1 Objectives

Pitt Street Developer North Pty Ltd objectives underpinning this consultation program were to:

- Begin open, transparent and two-way communication with stakeholders;
- Proactively continue to build stakeholder awareness of the proposed works, and their understanding and ability to participate in the planning application's pre-lodgement consultation process;
- Enable stakeholders to learn about the proposal by providing them with accurate and quality information, including information about the planning processes; and
- Enable stakeholders and community members to contribute in a meaningful way by providing structured opportunities to ask questions and provide feedback to the project team, so that it could understand their issues, drivers and aspirations.

2.2 Stakeholder consultation

Both Pitt Street Developer North Pty Ltd and Sydney Metro's stakeholder consultation teams have proactively engaged with stakeholders to inform them about the project.

Opportunities for briefings via meetings, presentations, phone calls and emails were provided to keep stakeholders informed, and to obtain suggestions to be considered by the project team.

Table 3 below outlines key stakeholder organisations who received emails as part of the project update distribution list with advice on how to learn more about the PSS-ISD and how to have their say.

Table 3 - Stakeholder organisations email distribution list

Stakeholder	
Federal Government	
Civil Aviation Safety Authority	
State Government	
Department of Planning, Industry and Environment	Former Office of Environment and Heritage
Transport for NSW (former officers from the Roads and Maritime Services)	Small Business Commissioner

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NSW Government Architect's Office	Sydney Trains
Sydney Coordination Office within Transport for NSW	Sydney Airport Corporation Limited
Heritage NSW, Community Engagement, Department of Premier and Cabinet	NSW Police
Fire and Rescue NSW	
Local Government	
City of Sydney Council, Executive, Officers and Councilors	
State Members of Parliament	
Department of Premier and Cabinet	
Community and interest groups	
Committee for Sydney	
Neighbouring properties	
Castlereagh Boutique Hotel	Primus Hotel
The Edinburgh Castle (Solotel Group)	The National Building

Stakeholder	
104 Bathurst Street	Castle Residences
Citigroup Centre	Princeton Apartments
Liberty Place	Euro Tower
201 Elizabeth Street	The Castlereagh
Old Consolidated Press Building	Park Regis - City Centre
Greenland Centre	Century Tower

2.3 Consultation methodology

Pitt Street Developer North Pty Ltd is committed to an inclusive, transparent and proactive community engagement process, working with all stakeholders to enable their long-term involvement and participation. Planning application pre-lodgement consultation is regarded as a core component of this approach.

The pre-lodgement consultation for the detailed SSD DA application supports Sydney Metro's communication objectives and respects the requirements for consultation as defined by the NSW Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation (October 2007).

A range of engagement activities were undertaken prior to preparation of the SSD DA in order to engage with stakeholders about the OSD including the detailed design planned for the wider PSS-ISD. Specific engagement activities for the PSS-OSD (north) are outlined in Table 4.

Table 4: Consultation activities

Activity	Content	Date
Email to stakeholders	Offered briefing with project team to discuss the Pitt Street ISD project update as well as including proposed modifications to the concept SSD approval as well as the detailed design of the PSS-ISD.	January 2020
One-on-one stakeholder briefings	Carried out stakeholder briefings to present a project overview including proposed modifications to the concept SSD approval as well as the detailed design of the PSS-ISD. To discuss project status and relevant items coordination as well as to receive feedback on the ISD.	See Table 5
1800 number and enquiry email	From the time of the public announcement of the award of contracts for the Pitt Street Metro ISD, the Pitt Street Developer North Pty Ltd has had in place an 1800 telephone number and enquiry email address for the community and stakeholders.	September 2019 to June 2020

3. CONSULTATION SUMMARY

3.1 Consultation findings

The surrounding commercial landowners have voiced interest in how this project will improve the value of their asset/s. Surrounding landowners have voiced concern about the loss of amenity and their views. Tenants and business owners are interested in the additional business that the metro station and associated commercial building may bring, while expressing concern about the impact on them during construction.

Stakeholder feedback

Pitt Street Developer North Pty Ltd received feedback relevant to the detailed SSD DA application during one-on-one stakeholder briefings. This feedback has informed the design of the OSD development scheme. Key stakeholders will continue to be engaged by the project team throughout the development.

Table 5 provides a summary of one-on-one stakeholder meetings held and feedback received during these meetings. The detail provided in this summary also includes information about the overall nature of the meeting.

Table 5: One-on-one stakeholder briefings - Government

Stakeholder	Briefing Summary	Date
City of Sydney	<p>Pitt Street Developer North Pty Ltd has made various presentations to the City of Sydney. Subject areas included but were not limited to:</p> <ul style="list-style-type: none"> - Scheme overview - North façade - View locations for Visual Impact Analysis - Extent of residential lobby design - Planning timetable - Facade including materiality - Loading dock and driveway - Landscape and public domain - Street furniture - Pedestrian modelling - Facade embellishments - Envelope compliance - Planning timeline <p>Proposed modifications to the concept SSDA including:</p> <ul style="list-style-type: none"> - Amend building envelope podium height to match the adjacent heritage buildings on Pitt and Castlereagh Streets respectively - Amend nominated concept SSDA conditions to allow for sunshading elements, planted elements, balustrades and planter boxes 	<p>18 October 2019 4 December 2019 16 January 2020 20 February 2020 5 March 2020</p>

	<ul style="list-style-type: none"> - Increase the total GFA across the site to from 50,310sqm to 55,743sqm (including station floorspace) all within the concept SSDA approved envelope (taking only 84% of the approved envelope by volume). 	
Sydney Metro	<p>Representatives from Pitt Street Developer North Pty Ltd and Sydney Metro meet on a fortnightly basis for project updates and to work through any issues/risks. A Sydney Metro representative has been invited to all stakeholder meetings, of which they have attended the majority.</p> <p>All elements of the modification scope were discussed, worked through, submitted and authorised to proceed with by Sydney Metro.</p>	Various and continual meetings from 8 October 2019 to 21 May 2020
NSW Government Architect and her office	<p>As the Pitt Street Metro OSD is the first metro station to require a Design Integrity Report, the NSW Government Architect requested a copy to potentially be used as a benchmark for the other stations.</p> <p>The NSW Government Architect was focussed on the design of the Park Street frontage of the OSD and the quality of the station entrance, gateline and passenger areas on Park Street.</p> <p>The NSW Government Architect also provided some guidance to the Pitt Street Developer North Pty Ltd on how to improve their presentations to the Metro Design Review Panel.</p> <p>The Government Architect has been involved in the design evolution of the ISD being the Chair of the Sydney Metro Design Review Panel.</p> <p>The proposed modifications to the concept SSDA including:</p> <ul style="list-style-type: none"> - Amend building envelope podium height to match the adjacent heritage buildings on Pitt and Castlereagh Streets respectively - Amend nominated concept SSDA conditions to allow for sunshading elements, planted elements, balustrades and planter boxes - Increase the total GFA across the site to from 50,310sqm to 55,743sqm (including station floorspace) all within the concept SSDA approved envelope (taking only 84% of the approved envelope by volume). <p>These were presented and subsequently endorsed by the Design Review Panel.</p>	Friday 17 th April 2020.

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<p>Transport for NSW (including for Roads and Maritime Services)</p>	<p>General consensus for the development, including the idea of no parking in the build to rent building (south OSD).</p> <ul style="list-style-type: none"> - Interested in the number of vehicles having access to the off-street parking, and how the car stacker worked, to avoid congestion. - There may be a risk in terms of repurposing the off-street parking and lighting spaces (given the commercial demand for deliveries). The Pitt Street Developer North Pty Ltd to provide the modelling to Transport for NSW including the Sydney Coordination Office. 	<p>Friday 3rd April 2020.</p>
<p>Sydney Trains</p>	<ul style="list-style-type: none"> - General consensus that the proposed development aligns with the 'Future Sydney Plan' and will ultimately serve to benefit the area. - Consideration of the impact the opening will have on pedestrian traffic was raised, particularly regarding how pedestrians are moving between Pitt Street, Town Hall and Martin Place. - It was noted that the station signage used in the presentation were outdated (Pitt Street Developer North Pty Ltd committed to providing new graphics). - Interested in understanding the extent of pressure relieved by development over time, and alternatively what pressure points will arise in relation to Sydney Trains. 	<p>Friday 3rd April 2020 and Wednesday 6th May 2020.</p>
<p>Sydney Coordination Office within Transport for NSW</p>	<p>Director, CBD Transport Taskforce at Transport for NSW attended the meeting with Transport for NSW (see notes of this meeting on Friday 3rd April within the Transport for NSW section).</p>	<p>Friday 3rd April 2020.</p>
<p>Sydney Airport Corporation Limited</p>	<p>Invitation sent 4th February 2020. Advised on 13th February 2020 that a meeting would not be required.</p>	<p>N/A</p>
<p>The Civil Aviation Safety Authority</p>	<p>Invitation sent 6th February 2020. Advised on 24th February 2020 that a meeting would not be required.</p>	<p>N/A</p>
<p>Heritage NSW, Community Engagement, Department of Premier and Cabinet</p>	<p>Invitation sent 4th February 2020. Advised on 26th February 2020 that a meeting would not be required.</p>	<p>N/A</p>

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COMMUNITY AND STAKEHOLDER CONSULTATION SUMMARY REPORT

NSW Police	<p>Pitt Street Developer North Pty Ltd contacted NSW Police by email, phone and in person during February and March 2020.</p> <p>NSW Police did not indicate a need to consult on the project for the purposes of the development application.</p>	N/A
Committee for Sydney	<p>Supportive of the design and development, particularly:</p> <ul style="list-style-type: none"> - Recognizing the role of this development in local businesses and the night-time economy. - Adjusting the balance between cars and pedestrians. - Hyde Park being interwoven into the city. 	Monday 24th February 2020
Office of the Small Business Commissioner	<ul style="list-style-type: none"> - Overall, the OSBC positively responded to the metro station and both associated OSDs stating that “the development looks great and we would expect the proposal will improve this area of the city.” - OSBC offered assistance in navigating any potentially contentious relationships including that introduced by: <ul style="list-style-type: none"> · Neighbouring business (by offering face to face engagement) · Government departments (facilitating meetings, acting as a neutral third party) · Any future official rejections - OSBC offered, if necessary, to help with the grace period of potential incentivised rent of retail space. <p>OSBC explained the Business Connect program that may be beneficial to surrounding businesses that are experiencing economic pressure from construction fatigue. OSBC suggested raising this with Sydney Metro for all of their metro stations and OSDs.</p>	Tuesday 10th March 2020
Fire and Rescue NSW	<p>Fire and Rescue NSW was focussed on three primary issues:</p> <ul style="list-style-type: none"> - As the Pitt Street Metro Station is to be constructed on the east boundary ie. no setback, the waterproofing of the related boundary wall is important to Fire and Rescue NSW. - Given two of the three buildings occupied by Fire and Rescue NSW are heritage listed, vibration from construction activities is a focus area and they advised that vibration monitors are currently in place for the metro tunnelling activities. - Fire and Rescue NSW emphasised the primary of their activities and described their requirement that any construction traffic must not impede these activities in any way for the full duration of construction activities. 	Tuesday 5th May 2020

Table 6: One-on-one stakeholder briefings – Neighbours (business and residential)

Stakeholder	Briefing Summary	Date
John Holland CPB Ghella (JHCPBG) JV for Sydney Metro City & Southwest	<ul style="list-style-type: none"> - JHCPBG offered to assist with any shared contacts/stakeholders if we find it difficult to make initial contact. - JHCPBG provided additional recommendations for stakeholders that would like to be kept informed. 	Wednesday 12th February 2020
Castlereagh Boutique Hotel & NSW Masonic Club	<p>Masonic's feedback below was focussed on the North OSD. There was no commentary on the South OSD.</p> <ul style="list-style-type: none"> - Masonic requested that Sydney Metro consider a chamfered roof on the North face of the station structure with an intention to provide for an approximate setback of 3m to the Hotel's dining room. (see also point below for OSD setback). Subsequently, Sydney Metro advised the Hotel & Club by email that this would not be possible due to the volumetric requirements of the station with respect to both plant room space and passenger escalators. - Masonic queried acoustic treatment to Level 4 and Level 9 plantroom facade due to proximity to adjacent Castlereagh Street hotel rooms. - Pitt Street Developer North Pty Ltd proposed two further presentations before DA lodgement of the North building. One meeting to present materials (including materials addressing reflective requirement adjacent lightwell) and one to present drawings. - Masonic supportive of North OSD 3m setback (above the station structure) and stepped North OSD facade above Masonic roof level. - Concerns of construction fatigue and the reduction of natural light coming into the club's dining hall. <p>The proposed modification to the concept SSDA to amend the building envelope podium height to match the NSW Masonic Club facade on Castlereagh Street was presented together with an intent to align awning heights between the two buildings.</p>	Thursday 20th February 2020
104 Bathurst Street	The owner of 104 Bathurst Street is anticipating some vacant office space to become available in their premises and canvassed interest of the Pitt Street Developer North Pty Ltd to lease the space for their development project team or for CPB's construction project team.	N/A

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<p>The Edinburgh Castle Hotel (294 Pitt Street) (Solotel Group)</p>	<p>Feedback below was focussed on the South OSD. There was no commentary on the North OSD.</p> <ul style="list-style-type: none"> - Appreciated the lengths that the OSD designers took to respect the historical aspect of the club, in particular stepping down the façade to avoid dwarfing the hotel. <p>Operational effects to the pub are what dominate Solotel's interest, and, as such, have requested a good level of communication when the build commences (notifications, pedestrian and traffic disruptions etc.)</p>	<p>Thursday 12th March 2020</p>
<p>Primus Hotel (339 Pitt Street)</p>	<p>Greenland Executives attended the stakeholder meeting with the Primus Hotel, held on Friday 13th March 2020 (see notes of this meeting within the Greenland Centre section).</p>	<p>Friday 13th March 2020</p>
<p>2 Park Street</p>	<p>The representative of 2 Park Street attended the meeting with Liberty Place (see notes of this meeting within the Liberty Place section).</p>	<p>Wednesday 11th March 2020</p>
<p>Liberty Place (161 Castlereagh Street)</p>	<p>Their overall response was positive and no concerns expressed.</p> <ul style="list-style-type: none"> - Second briefing for Liberty Place representatives to be provided at time of public exhibitions. - The Pitt Street Developer North Pty Ltd to provide images of the top of the OSD. - The Pitt Street Developer North Pty Ltd to provide improved birds-eye drawings/pics of the South entrance (for pedestrian crossing purposes). - The Pitt Street Developer North Pty Ltd to provide amended drawings for the Galleries (firewall issues) – F&B entrance corner. - The Pitt Street Developer North Pty Ltd to provide the street furniture diagram. - The Pitt Street Developer North Pty Ltd to provide end of trip facilities diagrams. 	<p>Wednesday 11th March 2020</p>
<p>201 Elizabeth Street</p>	<p>Pitt Street Developer North Pty Ltd contacted Charter Hall and CBRE by email, phone and in person during February and March 2020.</p> <p>Charter Hall and CBRE did not indicate a need to consult on the project for the purposes of the development application.</p>	<p>1st Attempt – Wednesday 26 February 2020</p> <p>Last Attempt – Wednesday 4th March 2020</p>
<p>Old Consolidated Press building (189-197 Elizabeth Street)</p>	<p>Invitation sent 30th January 2020. Advised on 12th February 2020 that a meeting would not be required.</p>	<p>N/A</p>

Castle Residences	Invitation sent to Property Manager on 30th January 2020 and again on 26th February 2020. No response to invitation to meet.	N/A
Greenland Centre (115 Bathurst Street)	<p>Feedback below was primarily focussed on the South OSD.</p> <p>Greenland Executives attended the stakeholder meeting with the Primus Hotel, held on Friday 13th March 2020.</p> <ul style="list-style-type: none"> - Greenland/Primus raised the issue of timing regarding the sale of apartments in their Greenland building and the Pitt Street North OSD construction, potentially being sensitive to Greenland's sales process. - Request for the Pitt Street Developer North Pty Ltd to send shadow diagrams. - Request for the Pitt Street Developer North Pty Ltd to send dimensions of the loading dock (relative to the street). - The Pitt Street Developer North Pty Ltd to confirm the mix of apartments (threes, twos and ones.) pre lodgement. - Request for the Pitt Street Developer North Pty Ltd to provide the RLs of both OSDs. - KJA to forward Greenland the DPIE site information for stage 1 and 2 publicly listed information. - Greenland/Primus expressed the importance of regular information/notifications. 	Friday 13th March 2020
The National Building (250 Pitt Street)	<p>Interest shown regarding the value of the Ashington Place building, post completion. Discussed the project's improvement to the area (it is expected to boost property values, however no guarantee offered).</p> <p>Questions raised regarding the light corridor on the south facing side of 250 Pitt Street. Pitt Street Developer North Pty Ltd committed to sending updated impressions/graphics that will address questions.</p> <p>The proposed modification to the concept SSDA to amend the building envelope podium height to match The National Building facade on Pitt Street was presented together with an intent to align awning heights between the two buildings.</p>	Monday 16th March 2020
Euro Tower (137-139 Bathurst St)	Invitation sent 30th January 2020. Advised on 12th February 2020 that a meeting would not be required.	N/A
209 Castlereagh Street	Invitation sent 30th January 2020. Declined invitation to meet, however asked to be informed through notifications via email on 27th February 2020.	N/A

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<p>Princeton Apartments (304/308 Pitt Street)</p>	<ul style="list-style-type: none"> · Request for the Pitt Street Developer North Pty Ltd to send shadowing diagrams or a link to the submitted SEARS application. · Mostly concerned with solar access and ensuring the building is compliant. · Princeton requested details regarding privacy, shadowing etc. They want to make sure there are appropriate restrictions on ducting etc, although being the CoS, likely be very tight restrictions. · Princeton expressed the importance of regular information/notifications. 	<p>Friday 27th March 2020</p>
<p>Park Regis-City Centre (27 Park Street)</p>	<p>Invitation sent 30th January 2020. Advised a meeting would not be required, however asked to be informed through notifications via email on 4th February 2020.</p>	<p>N/A</p>
<p>Century Tower (343-357 Pitt Street)</p>	<p>Invitation sent 30th January 2020. The building Manager was on leave at the time and we were asked to make contact again on 24 February 2020. Contacted the building Manager on 27 February (via telephone) where he stated it will be unlikely he will need to meet in person. He was offered the option of being kept informed through notifications, which he agreed to.</p>	<p>N/A</p>
<p>The Great Synagogue (166 Castlereagh Street)</p>	<p>Invitations sent 17th February 2020 and 2nd March 2020 via email. The Great Synagogue did not indicate a need to consult on the project for the purposes of the development application.</p>	<p>N/A</p>

3.2 Key Themes & Responses

The below themes have been raised throughout the stakeholder consultation process.

Stakeholder Category	Theme	Response
Government agencies Corporate community	Design quality	<p>Engaged an internationally renowned architect to design the station and they have been retained to design the North OSD.</p> <p>Focus on place making in regard to the metro station entry and the accompanying public domain initiatives.</p> <p>Quality of facade materials to the podium and tower and their contextual relationship to the surrounding precinct.</p> <p>Breaking the mass of the building into a series of sculptural forms to reduce visual bulk and provide a refined form on the city skyline.</p>
Corporate community	Increased activity for business	<p>Stakeholders were advised of the anticipated patronage and pedestrian traffic of the metro. Also described was the proposal for the North OSD to accommodate retail tenancies, designed to enliven the site and surrounds during and outside typical business hours.</p>
Government agencies Corporate community	Building size and height	<p>Stakeholders were advised that the proposed design only takes approximately 84% of the concept SSSA approved envelope. They were further advised that proposed building heights were also within the approved envelope.</p>
Corporate community	Setback to adjacent buildings to the north boundary	<p>The Pitt Street Developer North Pty Ltd has worked with Sydney Metro and the Design Review Panel to ensure appropriate setbacks are created from the North OSD to adjacent buildings north of the site. These setbacks have been presented to the adjoining neighbours who are impacted.</p>
Corporate community	Facade materials facing adjacent buildings to the north boundary	<p>The Pitt Street Developer North Pty Ltd has worked with Sydney Metro and the Design Review Panel to ensure reflective materials are used for the areas of the facade immediately adjacent to the north neighbouring buildings to ensure the maximum amount of natural light is reflected into the windows of these buildings.</p>

<p>Corporate community Government agencies</p>	<p>Relationship to adjoining heritage buildings</p>	<p>The Pitt Street Developer North Pty Ltd has worked with Sydney Metro and the Design Review Panel to ensure the podium and footpath awning are designed so that they integrate in height and form with the adjacent heritage buildings on Pitt and Castlereagh streets.</p>
<p>Corporate community Government agencies</p>	<p>City transformation</p>	<p>The response under this theme was to clearly communicate the completed state of the project and the anticipated outcomes. Pitt Street will be Sydney CBD's first new 'rail' station in over 40 years. Stakeholders were interested in pedestrian movement, station entrance locations and the use propositions of the OSD buildings.</p>
<p>Residential Community Corporate Community</p>	<p>Construction Fatigue</p>	<p>Local neighbours communicated that they had lived through the demolition phase and now the tunnelling phase of the project and were somewhat fatigued from the experience. They also stated that they could see the long-term benefit for themselves in a business context. Residential neighbours were keen to understand the completion timeline so they could understand when final completion and the disruption would be finalised.</p> <p>The Pitt Street Developer North Pty Ltd indicated that the consortium would take control of the site in Q1 2021 and that stakeholder communications would take on a more operational footing from then. This was well received.</p>
<p>Residential Community Corporate Community</p>	<p>Timeline</p>	<p>The Pitt Street Developer North Pty Ltd communicated key timelines in terms of: the planning process; milestones for future stakeholder engagement; and construction commencement and completion. Stakeholders were focussed on timing for the lodgement of the detailed SSDA as well as the exhibition period. The Pitt Street Developer North Pty Ltd committed to two public 'forums' during the exhibition period alongside Sydney Metro.</p> <p>With limited capability to deliver face-to-face forums during the current COVID-19 pandemic, these forums will be delivered digitally, via webinar.</p>
<p>Residential Community Corporate Community</p>	<p>Ongoing communication</p>	<p>The local neighbours commented positively about their experiences with the tunnelling contractor in relation to communications and was looking for the Pitt Street Developer North Pty Ltd and Builder to maintain similar performance for the next phase. The Pitt Street Developer North Pty Ltd explained the systems in place, the community relations team, the methods to contact the team and the upcoming plan of engagement.</p>

4. FUTURE CONSULTATION

In light of restrictions currently in place regarding Coronavirus, Pitt Street Developer North Pty Ltd is reviewing the post lodgement consultation activities. With limited capability to deliver face-to-face community information sessions during the current environment, sessions will be delivered digitally, via webinar.

4.1 Community Feedback

Two community information sessions are proposed to take place after the development application has been submitted and will be held during the exhibition period.

The community information sessions will satisfy the below requirements as set out in the Project Development Agreement between Sydney Metro and the Pitt Street Developer North Pty Ltd:

- a) The Contractor must provide appropriate personnel, including subject matter experts, to attend community information sessions as required and requested by the Principal's Representative.
- b) The Contractor must provide materials or information to support the community information sessions and as requested by the Principal's Representative.
- c) The Principal's Representative must be included on the planning for all community information sessions hosted by the Contractor and be invited to attend the community information sessions.
- d) A minimum of two community information sessions must be held during the exhibition period for any planning approval.

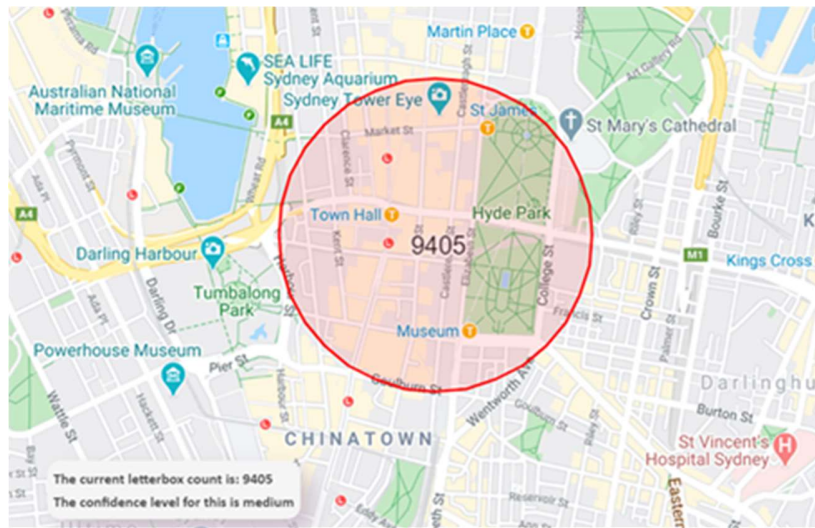
As noted in Section 3.2 above, with limited capability to deliver face-to-face community information sessions during the current environment, sessions will be delivered digitally, via webinar.

Advertisements will be placed in the main daily newspapers advising of these forums.

4.2 Community Newsletter

A community newsletter will be distributed within a 500 metre distribution area from the Pitt Street ISD site (See Figure 8) after the development application has been submitted. The newsletter will include approved text and graphics along with details on how property owners can provide feedback and/or contact the project team. The newsletter will also provide details of how to register and attend the community forums. It will also provide details of where to make a submission to DPIE during the exhibition period.

Figure 8 - Proximity Map for recipients of the community newsletter



4.3 Project Booklet

A development overview booklet will be produced after the development application has been submitted. As with all community targeted collateral, the booklet will be in plain-English, providing an overview of the planning approval materials and technical papers.

5. EMAIL SENT TO SUBSCRIBERS, STAKEHOLDERS

Project: Pitt Street Metro Station and Over Station Development

Dear [STAKEHOLDER],

Sydney Metro is delivering Australia's biggest public transport project. By 2024, Sydney will have a 66 kilometre, standalone metro railway system with 31 new metro stations.

The new Pitt Street Metro Station includes a significant over station development, involving the construction of two separate buildings above the station entries - an office building on Park Street, between Pitt and Castlereagh Street, and a build-to-rent residential building near the corner of Pitt and Bathurst Streets.

The development will provide a community, commercial office and residential hub that is vibrant, attractive and accessible, connecting people with employment, transport and some of Sydney's key destinations. It will also offer new residential and employment opportunities for the community.

Pitt Street Developer North Pty Ltd Group ('Oxford') will lead the over station development as the sole equity investor for the office and build-to-rent residential buildings. Over the coming weeks Oxford will be consulting with stakeholders prior to submitting the development applications for each of the two buildings above the metro station.

As an important stakeholder for infrastructure projects in Sydney City, and to ensure Oxford keeps you informed about the project and the consultation program, please advise, via the contact details below, if you are interested in meeting with the project team for an introduction to the planning and development of the project.

Phone: 1800 643 608

Email: info@pittstreetmetro.com.au

You can also find information about the project at <https://www.sydneymetro.info/station/pitt-street-station>

If you have any questions about the over station development and/or the consultation program, please contact Oxford on the 1800 number above.

Thank you for your interest in this important project.

Yours sincerely

Delivery Director

Pitt Street Station